

County Commissioners Highways Records Book 19



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the eighth day of said month and from time to time to the twenty-third day of June, in the year of our Lord one thousand nine hundred and twenty-four.

Present:

William H. Ensign, Chairman)	
George S. Cook	)	County
Daniel O'Neil	)	Commissioners

Released from
Training School
on parole,-
Patrick Ricci

Commonwealth of Massachusetts

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the ninth day of April, A. D. 1924.

Voted: A request having been made to the County Commissioners of the County of Hampden by Mr. Thomas Ricci for the release of Patrick Ricci of Pittsfield, from the Hampden County Training School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Pittsfield, after due notice and hearing, it is considered and adjudged by said Commissioners that it will be for the best interest of the said Patrick Ricci to be at liberty. And thereupon said Commissioners order that he be released, under the provisions of the Acts of 1913 Chapter 779 Section 10 upon the following condition, that he conform to the school regulations of the City of Pittsfield.

Robert O. Morris, Clerk.

Released from
Training School
on parole,-
Peter Moson

Commonwealth of Massachusetts

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the ninth day of April, A. D. 1924, go in effect April 10, 1924.

Voted: A request having been made to the County Commissioners of the County of Hampden by Aniela Moson for the release of Peter Moson of Chicopee, from the Hampden County Training School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Chicopee, after due notice and hearing, it is considered and adjudged by said Commissioners that it will be for the best interest of the said Peter Moson to be at liberty. And thereupon said Commissioners order that he be released under the provisions of the Acts of 1913 Chapter 779 Section 10 upon the following condition, that he conform to the school regulations of the City of Chicopee.

Robert O. Morris, Clerk.

April Meeting 1924

Commonwealth of Massachusetts

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the ninth day of April, A. D. 1924.

Voted: A request having been made to the County Commissioners of the County of Hampden by Blazei Maciolek for the release of Joseph Maciolek of Chicopee, from the Hampden County Training School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Chicopee, after due notice and hearing, it is considered and adjudged by said Commissioners that it will be for the best interest of the said Joseph Maciolek to be at liberty. And thereupon said Commissioners order that he be released under the provisions of the Acts of 1913 Chapter 779 Section 10 upon the following condition, that he conform to the school regulations of the City of Chicopee.

Robert O. Morris, Clerk.

Released from
Training School
on parole,-

Joseph Maciolek

Commonwealth of Massachusetts

Hampden, ss: County Commissioners' Meeting April 11, 1924

At a meeting of the County Commissioners of the County of Hampden held this day,-

It was VOTED to accept the provisions of Chapter 158 of the Acts of 1924, paying to the widow of the late Andrew B. Phillips, formerly second assistant clerk of the superior court of the County of Hampden, the balance of the salary to which he would have been entitled had he lived and continued to serve the county in the aforesaid capacity until the end of the current year.

W. H. Ensign, Chairman)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Voted to pay widow
of late Andrew B.
Phillips balance of
his salary under
provisions of Chap-
ter 158 of Acts of
1924.

County Commissioners' Meeting

Wednesday, April 16, 1924.

VOTED, to appoint Mr. Harry C. Lane of Westfield, Massachusetts, a member of the Board of Trustees for County Aid to Agriculture. The term of office, March 31, 1924 to March 31, 1927.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Voted to appoint
Harry C. Lane a mem-
ber of the Board of
Trustees for County
Aid to Agriculture.

County Treasurer
authorized to borrow
\$300,000. under the
General Laws, Ch. 35
Section 37.

COUNTY COMMISSIONERS' MEETING

April 30, 1924

ORDERED: That under authority of and in compliance with Section 37, Chapter 35 of the General Laws and Acts amendatory thereof and in addition thereto, the Commissioners may borrow from time to time an amount not exceeding Three Hundred Thousand (300,000.) Dollars in anticipation of, and to be repaid from, the County Tax of the current year, and to issue therefor negotiable notes of the County, with or without interest, signed by the Treasurer, countersigned and approved by at least a majority of the County Commissioners, and expressly made payable from the taxes of the current year. Said notes shall bear the certificate of the Old Colony Trust Company, Boston, Mass. If without interest, they shall be sold at such discount as the Commissioners may deem proper, otherwise they shall bear such rate of interest as the County Treasurer with the approval of the County Commissioners may fix, but shall not be sold at less than par. Said notes may be sold at public or private sale as the Treasurer may determine. Other particulars as to the form, issuance and sale shall be determined by the Treasurer, subject to the approval of the County Commissioners.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Voted to award County
of Hampden, notes for
\$100,000. to the
Chicopee National
Bank at rate of 3.77
per cent discount.

COUNTY COMMISSIONERS' MEETING

May 7, 1924

At a regular meeting of the County Commissioners held this day:

It was VOTED to award County of Hampden Notes, Nos. 168 to 177 inclusive, dated May 6, 1924 payable November 6, 1924, for ONE HUNDRED THOUSAND DOLLARS (\$100,000.) to the Chicopee National Bank of Springfield, Massachusetts at the rate of 3.77 percent discount.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Released from
Training School
on parole,-
Walter Zielinski

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the fourteenth day of May A. D. 1924.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Walter Zielinski to be at liberty upon the following condition, that he conform to the school regulations of the City of Chicopee.

Robert O. Morris, Clerk.

In conformity with a resolve of the General Court, passed at their present session granting a tax of Four Hundred Eighty-Five Thousand Dollars (\$485,000.00) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following:

County Tax

Agawam	5,789.28
Blandford	945.18
Brimfield	1,122.41
Chester	1,299.63
Chicopee	48,027.41
East Longmeadow	2,244.82
Granville	767.96
Hampden	590.74
Holland	177.22
Holyoke	102,434.86
Longmeadow	5,434.83
Ludlow	9,156.51
Monson	2,835.56
Montgomery	236.29
Palmer	11,283.19
Russell	3,308.16
Southwick	1,535.93
Springfield	242,440.98
Tolland	354.44
Wales	472.59
West Springfield	21,443.97
Westfield	20,321.55
Wilbraham	2,776.49
Total	\$485,000.00

Warrants issued May 21, 1924.
To be paid on or before November 1, 1924.

COUNTY COMMISSIONERS' MEETING
May 28, 1924

VOTED: that the salaries of Mrs. Bertha T. Snow, Mrs. Ruth M. Woodruff and Miss Jessie Buchanan be \$102.00 per month, all of the Registry of Deeds, same to become effective as of February 1, 1924.

Voted to increase salaries of Mrs. Bertha T. Snow, Mrs. Ruth M. Woodruff and Miss Jessie Buchanan, all of the Registry of Deeds.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
) of the County
) of Hampden.

Vote regarding salaries of Probation Officers and Clerks of the District Court of Springfield and the Probation Officers of Palmer, Holyoke and Westfield.

COUNTY COMMISSIONERS' MEETING

May 28, 1924

VOTED: that the salaries of Mr. Bernard T. Smyth, Probation Officer, be \$3500. per year; Mr. Roger F. Keleher, Juvenile Probation Officer, be \$2800. per year; Katherine A. Carney, Probation Officer for Women, be \$2400. per year; Mrs. Florence R. Burt, Clerk, be \$1820. per year; Miss Ruth H. Neidel, Clerk, be \$1300. per year, - all of the Police Court of Springfield, the same to become effective as of April 1, 1924.

That the salary of Luther Morris, Probation Officer of the District Court of Palmer, be \$840. per year, the same to become effective as of April 1, 1924.

That the salaries of Orphir Genest, Probation Officer, be \$1800. per year, and Thomas Stansfield, Juvenile Probation Officer, be \$1000. per year, both of the District Court of Holyoke, the same to become effective as of April 1, 1924.

That the salaries of Edward G. Clark, Probation Officer, be \$1400. per year, and Fannie E. Clark, Probation Officer for Women, be \$144. per year, both of the District Court of Westfield, the same to become effective as of April 1, 1924.

W. H. Ensign)	
George S. Cook	)	County
Daniel O'Neil	)	Commissioners
	)	of the County
	)	of Hampden.

Order to arrest holder of permit to be at liberty.

Daniel J. Losty

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 4, 1924.

Whereas, it has been made to appear to said Commissioners that Daniel J. Losty of Holyoke in said County, was sentenced to the House of Correction in said County, on the 25th day of September, 1922, by the Superior Court for said County and whereas it further appears that a written permit to be at liberty was issued to the said Daniel J. Losty on the 7th day of February, 1923, by said Commissioners, and it further appears that said Daniel J. Losty has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

W. H. Ensign)	
George S. Cook	)	County
Daniel O'Neil	)	Commissioners.

April Meeting 1924

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss: County Commissioners' Meeting June 4, 1924.

Whereas, it has been made to appear to said Commissioners that Daniel Sweeney of Springfield in said County, was sentenced to the House of Correction in said County, on the 27th day of November, 1923 by the District Court for said County and whereas it further appears that a written permit to be at liberty was issued to the said Daniel Sweeney on the 20th day of December, 1923, by said Commissioners, and it further appears that said Daniel Sweeney has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

Order to arrest
holder of permit to
be at liberty,
Daniel Sweeney

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners

COUNTY COMMISSIONERS' MEETING
June 4, 1924

ORDERED: that under authority of and in compliance with Massachusetts General Acts of 1915, Chapter 252 and acts in amendment thereof and in addition thereto, the sum of Six Million Six Hundred Thousand (6,600,000.) Dollars be borrowed on the credit of the County of Hampden, and for that purpose the County Treasurer be and he hereby is authorized and directed to prepare, issue and sell with the approval of the County Commissioners notes of the County in said aggregate amount of Six Million Six Hundred Thousand (6,600,000.) Dollars, termed "Temporary Hampden County Renewal Loan" dated July 1, 1924, due November 1, 1924, discounted. The proceeds of said notes shall be applied to the payment and cancellation of the \$6,600,000. Temporary Hampden County Renewal Loan Notes due July 1, 1924.

County Treasurer
authorized to borrow
\$6,600,000.00 and
\$100,000.00 under
Mass. General Acts
of 1915, Chapter 252

ORDERED FURTHER: that under authority of and in compliance with Massachusetts General Acts of 1915, Chapter 252 and acts in amendment thereof and in addition thereto, the sum of One Hundred Thousand (100,000.) Dollars be borrowed on the credit of the County of Hampden, and for that purpose the County Treasurer be and he is hereby authorized and directed to prepare, issue and sell with the approval of the County Commissioners notes of the County in said aggregate amount of One Hundred Thousand (100,000.) Dollars, termed "Temporary Hampden County Loan" dated July 1, 1924, due November 1, 1924, discounted. The proceeds of said notes shall be applied to the payment of discount on the \$6,700,000.00 herein authorized.

ORDERED FURTHER: that all of said notes shall be signed by the County Treasurer and countersigned by the County Commissioners, shall be payable at the Old Colony Trust Company in Boston, Mass., and shall not be valid unless the certificate of said Trust Company be signed thereon. The denomination of said notes and other particulars as to form, issuance and sale not inconsistent herewith

nor with statutory requirements shall be determined by the County Treasurer. Said notes may be sold at private or public sale.

W. H. Ensign) County Commissioners
George S. Cook) of the
Daniel O'Neil) County of Hampden.

Voted to authorize County Treasurer to purchase \$10,000. of the New York Central Equipment 5's from the War Chest Fund of the County of Hampden.

COUNTY COMMISSIONERS' MEETING

June 4, 1924

VOTED: to authorize Fred A. Bearse, County Treasurer, to purchase TEN THOUSAND DOLLARS (\$10,000.) Principal, at par and accrued interest, of the New York Central Equipment 5's from the War Chest Fund of the County of Hampden, same to be registered, County of Hampden, Massachusetts, War Chest Fund Account.

~~Voted to authorize County Treasurer to purchase \$10,000. of the New York Central Equipment 5's from the War Chest Fund of the County of Hampden.~~

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Voted to authorize County Treasurer to purchase \$10,000. of the Eastern States Exposition Bonds from the War Chest Fund of the County of Hampden.

COUNTY COMMISSIONERS' MEETING

June 4, 1924

VOTED: to authorize Fred A. Bearse, County Treasurer, to purchase TEN THOUSAND DOLLARS (\$10,000.) Principal, and accrued interest, of the EASTERN STATES EXPOSITION 6% First Mortgage Gold Bonds from the War Chest Fund of the County of Hampden, same to be registered, County of Hampden, Massachusetts, War Chest Fund Account.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Order to arrest holder of permit to be at liberty,-

Stanislaw Michacz

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting June 11, 1924.

Whereas, it has been made to appear to said Commissioners that Stanislaw Michacz of Ludlow in said County, was sentenced to the House of Correction in said County, on the twenty-fifth day of March, 1924, by the District Court of said County and whereas it further appears that a written permit to be at liberty was issued to the said Stanislaw Michacz on the 21st day of May, 1924, by said Commissioners, and it further appears that said Stanislaw Michacz has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners

April Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the fourteenth day of May A. D. 1924 (To take effect June 11, 1924)

Voted: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Joseph Godek to be at liberty upon the following condition, that he conform to the school regulations of the City of Chicopee.

Robert O. Morris, Clerk.

Released from
Training School
on parole,-

Joseph Godek

COUNTY COMMISSIONERS' MEETING

June 11, 1924

ORDERED, that the order of the County Commissioners adopted at the meeting of June 4, 1924, authorizing \$6,600,000. "Temporary Hampden County Renewal Loan" notes dated July 1, 1924 be amended by striking out the last sentence in the first paragraph and substituting therefor the following: The proceeds of said notes shall be applied to the payment and cancellation of the \$6,200,000. Temporary Hampden County Renewal Loan Notes and the \$400,000. Temporary Hampden County Loan Notes, all due July 1, 1924.

W. H. Ensign) County
George S. Cook) Commissioners
Daniel O'Neil) of the
County of Hampden

Order amending order
of County Commission-
ers adopted June 4,
1924.

COUNTY COMMISSIONERS' MEETING

June 18, 1924

VOTED: that the salary of H. A. Zeigler, Turnkey at the Jail, shall be at the rate of TWO THOUSAND TWO HUNDRED DOLLARS (\$2,200.00) per annum, the same to become effective June 1, 1924.

W.H.Ensign) County Commissioners
George S. Cook) of the
Daniel O'Neil) County of Hampden

Voted to increase
salary of H.A.Zeigler
Turnkey at the Jail.

COUNTY COMMISSIONERS' MEETING

June 18, 1924

VOTED: that the salaries of O. B. Brockett be \$175.00 per month; W. B. Goodyear be \$126.00 per month; A. E. Poor be \$165.00 per month; George E. Maxwell be \$126.00 per month; Joseph W. Vail be \$117.00 per month; Thomas J. Skinner be \$117.00 per month; and Harold Fisher be \$110.00 per month, the same to become effective as of June 1, 1924.

W. H. Ensign) County Commissioners
George S. Cook) of the
Daniel O'Neil) County of Hampden

Voted to increase
salaries of O. B.
Brockett, W.B.Good-
year, A.E.Poor,
George E. Maxwell,
Joseph W. Vail,
Thomas J. Skinner
and Harold Fisher.

Voted to pay widow of the late Nathaniel B. Wade the balance of his salary under the provisions of Chapter 386 of the Acts of 1924.

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss County Commissioners' Meeting June 18, 1924
At a meeting of the County Commissioners of the County of Hampden held this day,-

It was VOTED to accept the provisions of Chapter 386 of the Acts of 1924, paying to the widow of Nathaniel B. Wade, as turnkey in the Hampden County Jail, the balance of the salary to which he would have been entitled had he lived and continued to serve the County in the aforesaid capacity until the end of the current year.

W. H. Ensign) County Commissioners
George S. Cook) of the
Daniel O'Neil) County of Hampden

Coal Bids

Bids for furnishing jail and house of correction, court house and hall of records and training school with coal received June 18th, at 12 o'clock, M.

COUNTY COMMISSIONERS' MEETING

June 20, 1924

At the meeting of the County Commissioners, no one of whom was disqualified by interest or inability to attend, duly called and held, it was VOTED that the Temporary Hampden County Renewal Loan dated July 1, 1924, due November 1, 1924, amounting to \$6,600,000. and the Temporary Hampden County Loan dated July 1, 1924, due November 1, 1924, amounting to \$100,000. be awarded to GRAFTON COMPANY of Boston, Mass., at 2.44 percent discount plus \$6.25.

W. H. Ensign) County Commissioners
George S. Cook) of the
Daniel O'Neil) County of Hampden

Claim for damages done by deer.

DEER DAMAGE CASES PAY ROLL FOR JUNE 1924		
	AMOUNT	FEES AND TRAVEL
June 23 Charles W. Wheeler, Brimfield	\$20.00	\$1.60

Allowance for damages done by dogs

The sum of One Hundred Sixty-Eight Dollars and Thirty-Five Cents (\$168.35) is allowed for damaged and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

April Meeting 1924

Sundry accounts being presented, are allowed and the same amounting to the sum of fifty-six thousand and nine dollars and eight cents, are ordered to be paid from the county treasury.

Sundry Accounts
\$56,009.08

Sundry accounts for the construction of the Springfield and West Springfield Bridge, laid out under the provisions of Chapter 252 of the Acts of the year 1915, amounting to the sum of forty-six thousand eight hundred and five dollars, are allowed, and are ordered to be paid from the County Treasury.

Cost of Springfield
and West Springfield
Bridge.
\$46,805.00

Hampden, ss: June 23rd, 1924.

Judgment is entered up according to reports, etc.
and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden, on the fourth Tuesday of June, being the twenty-fourth day of said month and from time to time to the first day of October, in the year of our Lord one thousand nine hundred and twenty-four.

Present:

William H. Ensign, Esquire, Chairman)	} County } Commissioners
George S. Cook, Esquire,	
Daniel O'Neil, Esquire,	

Selectmen of East Longmeadow, Petrs. for re-location and establishing of bounds of Sixteen Acre Road, otherwise known as Elm Street from the Spfld. line at land of one Plant to East Longmeadow Center, so-called, and the Shaker Road from said Center to Conn. State line in East Longmeadow.

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TO THE HONORABLE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN, the undersigned, Selectmen of the Town of East Longmeadow, in said County, represent that in the Summer of 1912 the then Selectmen of this Town petitioned your Honorable Board for the relocation and establishment of bounds on two certain streets in this town, namely the Sixteen Acre Road, otherwise known as Elm Street, from the Springfield line, at land of one Plant to the East Longmeadow Center, so called, and the practical continuation thereof, known as the Shaker Road from said Center to the Connecticut State line. In September 1912, by your direction, said streets were surveyed by Durkee, White and Towne, later plans of part of said highways were made by your direction and bounds set, at least at part of the angles shown on said plans, said plans were dated July 1913. For some reason unknown to us these plans were never placed in the records of the Clerk of the County or with the town clerk, and so far as we can learn no decree was made by your board re-locating these streets or any part thereof. We are informed that the records of your office show that at a somewhat later date the petition, above referred to, "was dismissed without prejudice" by your board.

Now your petitioners, believing that public necessity and convenience require the re-location of these highways and the establishment of the bounds thereof pray that said highways be re-located and the bounds thereof established by your honorable board in manner prescribed by law, either in conformity with the surveys already made or in such manner as your board may adjudge to be best for all parties interested therein.

Signed in behalf of the Town of East Longmeadow by,

Hermon W. King	} Selectmen } of the Town of } East Longmeadow, Mass.
Charles H. Knox	
Lewis E. Whitaker	

East Longmeadow, Mass. Feb., 26, 1924.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and twenty-three, and due proceedings having been had thereon, July 16, 1924, the County Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting July 16, 1924

On the petition of the Selectmen of East Longmeadow praying for certain highways to be relocated and bounds established in East Longmeadow.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of April, A. D. 1924, view said highways, and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners relocate said highways in the manner following:

SHAKER ROAD

Beginning at a stone bound set in the southerly line of the road leading from East Longmeadow to Longmeadow, said stone being 50.76 feet westerly from a stone buried in the ground at the intersection of said southerly line of Longmeadow Road with the westerly line of said Shaker Road, and said stone is also about 3.5 feet easterly of the line of the easterly end of O. C. Hunn's store, and running thence easterly and southerly by a curve to the right radius 20 feet, arc 47.82 feet to a stone bound; thence S 32°45'W 1867.15 feet to a stone bound; thence S 47°21'W 565.37 feet to a stone bound; thence S 41°11'W 257.16 feet to a stone bound; thence S 26°28'30"W 1135.50 feet to a stone bound; thence S 28°00'30"W 437.79 feet to a stone bound set in the stonewall on the northerly side of Stony Hill Road; thence S 12°06'30"W 566.7 feet to a stone bound; thence S 17°36'30"W 1145.3 feet to a stone bound; thence by a curve to the left; radius 1885.08 feet, arc 605.68 feet to a stone bound; thence S 0°22'E 1730.86 feet to a stone bound; thence S 8°50'W 865.81 feet to a stone bound; thence S 9°33'W 1407.34 feet to a stone bound; thence S 3°12'W 706.22 feet to a stone bound in the line between Massachusetts and Connecticut.

The above described line is the westerly line of said relocation of Shaker Road, the easterly line is described as follows:

Beginning at a stone bound set in the southerly line of the Square at East Longmeadow Center said stone being N 85°01'W a distance of 72.59 feet from a stone at the intersection of the easterly line of Hall Hill Road now Prospect Street with said southerly line of the Square and running thence S 25°12'30"W 72.69 feet to a stone. Said last mentioned stone is S 57°15'E a distance of 50 feet from the stone

bound at the southerly end of the curve mentioned at the beginning of this description. From this point southerly to the end of the relocation the easterly line of the highway is 50 feet from and parallel to the above described westerly line.

ELM STREET OR SIXTEEN ACRE ROAD

Beginning at a stone bound in the north easterly line of the Square at East Longmeadow center; said stone being N 34°13'W a distance of 159.09 feet from a stone bound at the intersection of said northeasterly line of the Square with the northerly line of Pleasant Street and running thence N 31°00'E 2415.41 feet to a stone bound; thence N 13°52'30"E 1043.18 feet to a stone bound in the northerly line of East Street, said stone being N 80°03'30"W a distance of 39.05 feet from a stone bound set at an angle in said northerly line of East Street; thence continuing N 13°52'30"E 464.47 feet to a stone bound; thence N 22°09'E 659.27 feet to a stone bound in the land of George Garlic; thence N 36°15'E 1162.14 feet to a stone bound; thence N 41°27' E 539.36 feet to a stone bound; thence N 48°09' E 944.07 feet to a stone bound; thence N 36°07'30" E 863.38 feet to a stone bound in line between East Longmeadow and Springfield, said stone being N 69°28'30" E a distance of 4.39 feet from the boundary monument in said line between East Longmeadow and Springfield.

The above described line is the easterly line of said Elm Street or Sixteen Acres Road. The westerly line being 50 feet from and parallel to the above described line.

The trees on said land having been taken by this order, the owners of the land, over which said highway is thus laid out, are allowed until the first day of November, 1924 next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To No damages were claimed by any party,
no damages are awarded.
In the event that any compensation of damage
is claimed hereafter by any party, the same
shall be paid by the Town of East Longmeadow.

To be paid to them when the land over which the highway is located shall have been actually entered upon and possession taken for the purpose of constructing said highway. And the whole shall be done in a workman-like manner, to the acceptance of said Commissioners.

W. H. Ensign	}	County Commissioners
George S. Cook		
Daniel O'Neil		

Hampden, ss. County Commissioners' Meeting, July 16, A.D. 1924.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris Clerk.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

We, the undersigned, Selectmen of the Town of Hampden, hereby certify and represent that the highway called the Hampden East Longmeadow Road leading from Hampden to East Longmeadow, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

Selectmen of Town of Hampden, Petrs. for specific repairs on Hampden East Longmeadow Road leading from Hampden to East Longmeadow and for aid.

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We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

N. S. Kibbe	)	Selectmen
N. M. Carew	)	of the Town of
J. J. Flynn	)	Hampden

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and twenty-three, and due proceedings having been had thereon, September 18, 1924, the County Commissioners file the following decree for specific repairs, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 18, 1924

On the petition of the Selectmen of the Town of Hampden for specific repairs on Hampden-East Longmeadow Road leading from Hampden to East Longmeadow and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of May, A.D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the Hampden-East Longmeadow Road leading from Hampden to East Longmeadow, -this road be specifically repaired beginning at the East Longmeadow-Hampden line, station 0, and extending in an easterly direction to station 28. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

W. H. Ensign	)	County
George S. Cook	)	Commissioners
Daniel O'Neil	)	of the County
	)	of Hampden.

8
8
Selectmen of the Town of Ludlow, Petrs. for specific repairs of Belchertown Road from Ludlow Center to Ludlow Reservoir in Ludlow and for aid.

18

TO THE HONORABLE THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN
Respectfully represent, that they are members of the Board of Selectmen of the Town of Ludlow, that common convenience and necessity require specific repairs in a certain highway located in said town of Ludlow, known as Belchertown Road, from a point approximately two (2) miles distant easterly on said Belchertown Road from Ludlow Center in the town of Ludlow to Ludlow Reservoir, that the cost of said repairs has been estimated to be about \$9,000., that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE they respectfully petition your Honorable Board to order said specific repairs and the County of Hampden to pay a sum not exceeding \$2,500. to the said Town of Ludlow to be used in making said repairs.

Ludlow, Mass.
March 10, 1924

Thomas J. Hyland)
H. M. Sanford) Board
Herbert A. Bartlett) of
Selectmen

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, September 18, 1924, the County Commissioners file the following decree for specific repairs, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting Sept. 18, 1924

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road leading from Ludlow Center to Ludlow Reservoir in Ludlow, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of May, A.D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Belchertown Road leading from Ludlow to Belchertown:-this road be specifically repaired from opposite the church in Ludlow Center, station 228+30 and extending in a northeasterly direction to station 138+50. These repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
) of the County
) of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN-

We, the undersigned, Selectmen of the Town of Chester, hereby certify and represent that the highway called the Middlefield Road, leading from Chester Village to Middlefield, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

May 5, 1924 John E. Cooney) Selectmen
 William H. Stevens) of the Town of
 Frank Whitcher) Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, on September 18, 1924, the County Commissioners file the following decree for specific repairs, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting September 18, 1924

On the petition of the Selectmen of the Town of Chester for specific repairs on Middlefield Road, leading from Chester Village to Middlefield, in Chester, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A.D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the Middlefield Road leading from Chester to Middlefield, - this road be specifically repaired beginning at the northerly end of the section of said road improved in 1923, at station 37+50, and extending in a northerly direction to station 44+50. These repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

Selectmen of Town of Chester, Petrs. for specific repairs on Middlefield Road, leading from Chester Village to Middlefield in Chester, and for aid.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

W. H. Ensign)
George S. Cook	)County
Daniel O'Neil	)Commissioners
	)of the County
	)of Hampden.

Selectmen of Town of Chester, Petrs. for specific repairs on East River Road leading from Huntington to West Worthington, in Chester and for aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN-

We, the undersigned, Selectmen of the Town of Chester, hereby certify and represent that the highway called the East River Road leading from Huntington to the village of West Worthington, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

	John E. Cooney	)Selectmen
May 5, 1924	William H. Stevens	)of the Town of
	Frank Whitcher	)Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, on September 18, 1924, the County Commissioners file the following decree for specific repairs, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting September 18, 1924

On the petition of the Selectmen of the Town of Chester for specific repairs on East River Road, leading from Huntington to West Worthington, in Chester, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the East River Road leading from Huntington to West Worthington, - this road be specifically repaired beginning at the northwesterly end of the section of said road improved in 1923, at station 62, and extending in a northwesterly direction to station 71. These repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

W. H. Ensign)
George S. Cook	)County
Daniel O'Neil	)Commissioners
	)of the County
	)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

Respectfully represent the undersigned, inhabitants of the Town of Granville, in said County of Hampden, that common convenience and necessity require that the part of the main road to West Granville, an existing highway in said Granville, which lies between the house of August Beckman and a point about 3500 feet westerly therefrom be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary.

Wherefore they pray that after notice, view and hearing your Honorable Board may determine and specify such repairs and order them to be made.

Granville, Mass., May 6, 1924.

Harry A. Root
Porter T. Frisbie
David F. Kenney
Edwin N. Henry
Edward C. Gillett
Harry S. Hodge
Silas A. Noble
Ralph G. Hiers
Wilbur E. Pendleton
Archibald C. Tryon

Inhabitants of Town of Granville, Petrs. for specific repairs on part of main road to West Granville, between house of August Beckman and a point about 3500 ft. westerly therefrom, in Granville.

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The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, on September 10, 1924, the County Commissioners file the following decree for specific repairs, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 10, 1924

On the petition of the Inhabitants of the Town of Granville for specific repairs on part of main road to West Granville, between house of August Beckman and a point about thirty-five (3500) feet westerly therefrom, in Granville.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A.D. 1924, hear all parties interested and did adjudge that specific repairs should be made.

At the time of said hearing, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road leading from Granville Centre to West Granville and being locally known as the Main Road, this road to be specifically repaired beginning at a point near the estate of August Beckman, station 0, and to extend in a northerly direction to station 14. These repairs to be made according to specifications set forth in Agreement of the Department of Public Works-Division of Highways, and profile, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville the sum of Two Thousand Dollars (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

W. H. Ensign)	
George S. Cook	)	County
Daniel O'Neil	)	Commissioners
	)	of the County
	)	of Hampden.

Selectmen of Russell, Petrs. for contribution of \$2,000. from the County of Hampden for the reconstruction and improvement of public highway in Village of Woronoco, Russell, leading from State Highway to railroad station, in Russell.

TO THE HONORABLE THE BOARD OF COUNTY COMMISSIONERS WITHIN AND FOR THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the town of Russell in said county, that there is a public highway in the Village of Woronoco, in said town of Russell, leading from the State Highway to the railroad station, freight house and yard of the Boston and Albany Railroad; that such highway is a much-traveled way and the common convenience and necessity of the public require that said way should be reconstructed and improved.

Your petitioners further represent that the Town of Russell has made available a substantial sum of money for the purpose of improving said highway and that the Commonwealth, through its Department of Public Works, Highway Division, will contribute the sum of two thousand dollars to aid the Town in bringing about this improvement, provided your Honorable Board will contribute a like sum.

Wherefore your petitioners respectfully pray your Honorable Board for a contribution of two thousand dollars from the County of Hampden for the above purpose and for any other action in the premises as may seem to your Board proper.

May 15, 1924		)	Selectmen
	A. L. Quance	)	of
	F. A. Sibley	)	Russell.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, on September 18, 1924, the County Commissioners file the following decree for specific repairs, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting September 18, 1924

On the petition of the Selectmen of Russell for contribution of TWO THOUSAND DOLLARS (\$2,000.) from the County of Hampden for the reconstruction and improvement of public highway in village of Woronoco, Russell leading from State Highway to Railroad Station, in Russell.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1924, view said highway and hear all parties interested and did adjudge that the reconstruction and improvement should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the reconstruction and improvement made upon said road leading from the State highway to the Boston & Albany Railroad station at Woronoco, and being locally known as the Depot Road, the work to begin at the junction of said road with the State highway, station 0, and extend in an easterly direction to station 8+50 (omitting the section between stations 2+40 and 5+90); these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the reconstruction and improvement of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

W. H. Ensign)
George S. Cook	)County
Daniel O'Neil	)Commissioners
	)of the County
	)of Hampden.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY.

Respectfully represent your petitioners, being inhabitants of the County of Hampden, that public necessity and convenience require the layout, relocation and alteration of a highway in the town of Chester, in said County, described as follows:- beginning at about sta. 75 of the 1902 year of layout of State highway in the town of Chester and extending a distance of about 1600 ft. in an easterly direction to about sta. 91 of the 1904 year of layout of the State highway in the town of Chester.

Wherefore, your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to lay out, relocate, or alter such highway.

Dated this 20th day of May, A. D. 1924.

James H. Keefe
J. E. Cooney
Frank Whitcher
W. H. Stevens
C. M. Wood
A. E. Hemenway

Inhabitants of Chester,
Petr. for lay-out,
relocation and altera-
tion of a portion of
State Highway, in
Chester.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and twenty-four, and due proceedings having been had thereon, on October 1, 1924, the County Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting October 1, 1924

On the petition of the Inhabitants of Chester and others, praying for a highway to be laid out, relocated and altered in Chester. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirtieth day of June, A. D. 1924, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, relocate and alter said highway in the manner following:

The layout is located on the River Road, so called, and comprises a widening on the north-easterly side of the State highway, as laid out by the Massachusetts Highway Commission under date of August 18, 1904, said widening being located between stations 80+34.02 and 85+11.00 of the base line of location, and being more fully described as follows:

The base line is identical with the base line of the aforesaid 1904 State highway layout and begins at a point shown on plan as station 80+34.02, extending thence south $28^{\circ} 40' 10''$ east for the distance of 268.79 feet; thence south $63^{\circ} 16' 50''$ east for the distance of 91.21 feet; thence south $76^{\circ} 35' 10''$ east for the distance of 116.98 feet to a point at the end of the layout shown on plan as station 85+11.00.

The north-easterly line of location begins at a point in the north-easterly line of location of the aforesaid 1904 State highway layout, said point bearing north $64^{\circ} 43' 10''$ east and being 20.03 feet distant from the point of beginning of the above described base line shown on plan as station 80+34.02, and extends thence north $64^{\circ} 43' 10''$ east for the distance of 10.02 feet to a point bearing north $64^{\circ} 43' 10''$ east and 30.05 feet distant from the said station 80+34.02; thence extending south-easterly by a curve to the left of 516.72 feet radius for the distance of 432.46 feet to a point bearing north $10^{\circ} 09' 20''$ east and 24.80 feet distant from the point of ending of the above described base line shown on plan as station 85+11.00, thence south $10^{\circ} 09' 20''$ west for the distance of 10.95 feet to a point at the end of the layout again in the north-easterly line of location of the aforesaid 1904 layout, bearing north $10^{\circ} 09' 20''$ east and being 13.85 feet distant from the aforesaid station 85+11.00.

The south-westerly line of location is identical with the north-easterly location line of the aforesaid 1904 layout and begins at the point of beginning of the above described north-easterly location line bearing north $64^{\circ}43'10''$ east and 20.03 feet distant from the point of beginning of the above described base line shown on plan as station 80+34.02, and extends thence parallel to said base line and 20.00 feet distant therefrom to a point bearing north $20^{\circ}04'00''$ east and 20.14 feet distant from station 83+94.02; thence south $73^{\circ}28'55''$ east for the distance of 114.03 feet to a point at the end of the layout, identical with the point of ending of the above described north-easterly location line, bearing north $10^{\circ}09'20''$ east and being 13.85 feet distant from the point of ending of the above described base line shown on plan as station 85+11.00.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the G.L.

Parcel 1. From the TOWN OF CHESTER.

A parcel of land on the northeasterly side of the 1904 state highway layout, between station 80+34.02 and about station 81+15 of the base line of location, described as follows: Beginning at the intersection of the northeasterly location line of the 1924 County layout, with the line defining the northwesterly end of the taking, as shown on plan, said intersection bearing north $64^{\circ}43'10''$ east and being 30.05 feet distant from station 80+34.02 of the base line of location; thence extending southeasterly by said location line for about 79 feet to its intersection with the dividing line between the properties of Antonio Cassella and the said town of Chester; thence southwesterly by said dividing line for about 7.5 feet to its junction with the front property line, as defined by the northeasterly location line of the 1904 state highway layout; thence northwesterly by said front property line for about 79 feet to its junction with the aforesaid end of taking; thence northeasterly by said end of taking for about 10 feet to the point of beginning, containing about 600 square ft.

Parcel 2. From ANTONIO CASSELLA.

A parcel of land on the north-easterly side of the 1904 state highway layout between station 81+15₊ and station 82+71₊ of the base line of location, described as follows; Beginning at the intersection of the northeasterly location line of the 1924 County layout with the dividing line between the property of the town of Chester and that of the said Antonio Cassella, said intersection being about opposite and about 27.5 feet distant from station 81+15 of the base line of location; thence extending southeasterly by said location line for about 161 feet to its intersection with the dividing line between the properties of B.E. Pease and the said Antonio Cassella, as defined by the center line of Walker Brook; thence westerly by said dividing line for about 43 feet to its junction with the front property line, as defined by the northeasterly location line of the aforesaid 1904 layout; thence northwesterly by said front property line for about 137 feet to its junction with the first mentioned dividing line; thence northeasterly by said dividing line for

about 7.5 feet to the point of beginning, containing about 2400 square feet.

Parcel 3. From B. E. PEASE

A parcel of land on the north-easterly side of the 1904 State highway layout between stations 82+51+ and 83+67+: Beginning at the intersection of the northeasterly location line of the 1924 County layout with the dividing line between the properties of Antonio Cassella and the said B. E. Pease as defined by the center line of Walker Brook, said intersection being about opposite and about 58.5 feet distant from station 82+71 of the base line of location; thence extending southeasterly by said location line for about 54 feet to its intersection with the dividing line between the properties of the Dinan Estate and the said B.E. Pease; thence southwesterly by said dividing line for about 34.5 feet to its junction with the front property line, as defined by the north-easterly location line of the aforesaid 1904 layout; thence northwesterly by said front property line for about 101 feet to its junction with the first mentioned dividing line; thence easterly by said dividing line for about 43 feet to the point of beginning, containing about 3000 square feet.

Parcel 4. From the estate of MARY DINAN and the heirs of said Mary Dinan, Mary McGowan, Katherine Dinan and Michael Dinan.

A parcel of land on the northeasterly side of the 1904 State highway layout between stations 83+64+ and 85+11.00; beginning at the intersection of the northeasterly location line of the 1924 County layout with the dividing line between the properties of B. E. Pease and the said Dinan Estate, said intersection being about opposite and about 54 feet distant from station 83+64 of the base line of location; thence extending southeasterly by said location line for about 138 feet to its intersection with the dividing line between the properties of Martha Smithies and the said Dinan Estate; thence southerly by said dividing line for about 11 feet to its junction with the front property line, as defined by the northeasterly location line of the aforesaid 1904 layout; thence northwesterly by said front property line for about 139 feet to its junction with the first-mentioned dividing line; thence northeasterly by said dividing line for about 34.5 feet to the point of beginning, containing about 2950 square feet.

And the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of October next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said land, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:
To

Town of Chester.	\$ 1.00
Antonio Cassella	800.00
B. E. Pease.	800.00

Estate of Mary Dinan and the heirs of said
Mary Dinan, -Mary McGowan, Katherine Dinan
and Michael Dinan. \$ 800.00

to be paid to them, one-half, by the County of Hampden not to exceed
ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) in the aggregate and the
balance by the Town of Chester.

The said highway including the bridge structure is to be construc-
ted by the Commonwealth.

W. H. Ensign)
 : County
George S. Cook)
 : Commissioners
)

Hampden, ss. County Commissioners' Meeting, October 2, A.D.1924

The foregoing report is filed and accepted, and thereupon it is
ordered that the same be recorded; that the said road may be known as
a public highway forever.

Attest: Robert O. Morris Clerk.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting July 9, 1924

In the matter of the petition of Joseph Welch et als for relocation,
alterations and specific repairs of part of Main Road, so-called, in
West Granville between Potash Brook, so-called, and South Lane Road in
the Town of Granville.

County Treasurer
ordered to pay town
of Granville
\$1,000.00

It having been made to appear to the County Commissioners that
specific repairs have been made on said highway beginning at a point
near the residence of J. E. Downs at Station 3 and extending in a west-
erly direction to a point at or near Station 11, length to be improved
about eight hundred feet (800'). These repairs to be made according
to specifications set forth in agreement between the Commonwealth of
Massachusetts by the Department of Public Works, Division of Highways
and the Town of Granville in the County of Hampden, in a workmanlike
manner and to the acceptance of said Commissioners:

IT IS ORDERED, that the sum of ONE THOUSAND DOLLARS (\$1,000.) be
paid from the County Treasury to the said Town of Granville.

W. H. Ensign)
 : County
George S. Cook)
 : Commissioners
 : of the County
 : of Hampden.
Daniel O'Neil)

Mr. S. Leigh Fancher
appointed Police
Officer for Hampden
County

County Commissioners' Meeting
July 16, 1924.

Acting under the provisions of Chapter 147, Section 8 of the
General Laws, the County Commissioners this day appoint Mr. S. Leigh
F. Fancher as Police Officer for the County of Hampden.

W. H. Ensign)
George S. Cook)County
Daniel O'Neil)Commissioners
of the County
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Order to issue pre-
cepts for election
to fill vacancy.

Hampden, ss County Commissioners' Meeting July 23, 1924.

Whereas a vacancy occurs in the office of Register of Deeds by
reason of the death of James R. Wells, it is ordered, that precepts
seasonably issue as provided by law for an election to fill such
vacancy.

W. H. Ensign)
George S. Cook)County
Daniel O'Neil)Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING
August 8, 1924

Voted to employ
John McCleary & Sons
Rfng. Contrs. to
make certain nec-
essary repairs at
jail, by day work.

The County Commissioners believing it for the best interest
of the County of Hampden to repair the slate and copper roof and
conductors at the Jail by day work, do this day VOTE to employ
John McCleary and Sons, Rfng. Contrs. of Springfield, Mass., to
make these necessary repairs, the same to be performed by day
work.

George S. Cook)County
Daniel O'Neil)Commissioners
of the County
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Order to arrest
holder of permit to
be at liberty -

Daniel J. Losty

Hampden, ss. County Commissioners' Meeting August 13, 1924.

Whereas, it has been made to appear to said Commissioners
that Daniel J. Losty of Holyoke in said County, was sentenced to the
House of Correction in said county, by the District Court of Holyoke
in said County, and whereas it further appears that a written permit
to be at liberty was issued to the said Daniel J. Losty on the 7th day
of February, 1923, by said Commissioners, and it further appears that
said Daniel J. Losty has been convicted of a crime punishable by
imprisonment, it is now ordered by said Commissioners that said permit
be revoked.

W. H. Ensign)County
Daniel O'Neil)Commissioners
of the County
of Hampden

June Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the thirteenth day of August A. D. 1924.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Flandie Vangelisto to be at liberty upon the following condition, that he conform to the school regulations of the City of Pittsfield.

Robert O. Morris, Clerk.

Released from
Training School
on parole -

Flandie Vangelisto

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the thirteenth day of August A. D. 1924.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Oliver Trudeau to be at liberty upon the following condition, that he conform to the school regulations of the City of Holyoke.

Robert O. Morris, Clerk.

Released from
Training School
on parole -

Oliver Trudeau

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting August 21, 1924.

Whereas, it has been made to appear to said Commissioners that Annie Levyi of Springfield in said County, was sentenced to the House of Correction in said County, on the 28th day of February, 1924, by the District Court of Springfield for said County and whereas it further appears that a written permit to be at liberty was issued to the said Annie Levyi on the 30th day of April, 1924, by said Commissioners, and it further appears that said Annie Levyi has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Order to arrest
holder of permit
to be at liberty

Annie Levyi

COUNTY COMMISSIONERS' MEETING

August 27, 1924.

At a regular meeting of the County Commissioners held this day:

It was VOTED to award County of Hampden Notes, Nos. 178 to 187 inclusive, dated August 27, 1924 payable November 6, 1924, for ONE HUNDRED THOUSAND DOLLARS (\$100,000.) to the First National Bank of Boston, Mass. at the rate of 2.44 percent discount.

W. H. Ensign)
George S. Cook) County Commissioners
Daniel O'Neil) for the County of
Hampden.

Voted to award County
of Hampden noted dated
Aug. 27, 1924 for
\$100,000. to First
National Bank of
Boston

COUNTY COMMISSIONERS' MEETING

August 27, 1924

Voted to increase salary of James C. Donegan, Probation Officer of District Court of Chicopee

VOTED, that the salary of James C. Donegan, Probation Officer of the District Court of Chicopee be Fifteen Hundred Dollars (\$1500.) per year commencing September 1, 1924.

W. H. Ensign)
George S. Cook) County Commissioners
Daniel O'Neil) of the County of
Hampden

Approval of appointment of Laura B. Clemons as third Assistant Clerk

September 3, 1924.

Approval of appointment of Laura B. Clemons as third assistant clerk of the courts for the County of Hampden.

Released from Training School on parole -

Mansur Hapcook

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the tenth day of September A. D. 1924.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Mansur Hapcook to be at liberty upon the following condition, that he conform to the school regulations of the City of Springfield.

Robert O. Morris, Clerk.

Hampden County, Mass.

September 24, 1924.

Memorial Bridge Loan, Acts of 1915, \$2,050,000. 4% Registerable Coupon Bonds.

County Treasurer authorized to prepare, issue and sell \$2,050,000. 4% Registerable Coupon Bonds

Memorial Bridge Loan Acts of 1915

ORDERED: That under authority of and in compliance with Massachusetts General Acts of 1915, Chapter 252, and of the decree of the Supreme Judicial Court of the County of Hampden as provided in said Act, for the purpose of providing on or before October 31, 1924 a portion of the amount of the County's proportionate part of the cost of the new bridge across the Connecticut River now completed under authority of said Act which share is fixed by said decree at the amount of two million fifty-six thousand nine hundred sixteen dollars and thirty-six cents (\$2,056,916.36), the County Treasurer be and he is hereby authorized and directed to prepare, issue and sell, with the approval of the County Commissioners, bonds in the aggregate principal amount of two million and fifty thousand dollars (\$2,050,000.) dated October 1, 1924, payable \$103,000. on the first day of October each year 1925 to 1934, and \$102,000. on the first day of October each year 1935 to 1944, inclusive, bearing interest at a rate or rates not exceeding 4 per cent. per annum, payable semi-annually. Each bond shall be in the denomination of \$1,000, shall be denominated on face "Memorial Bridge Loan", shall be in coupon form, subject to full registration or to registration of principal only, at holder's option; shall

be payable as to both principal and interest in gold coin of the United States of America of the present standard of weight and fineness at the Old Colony Trust Company, in Boston, Massachusetts; shall be signed by the Treasurer and countersigned by a majority at least of the County Commissioners, and shall bear the certificate of said Old Colony Trust Company.

The County Commissioners shall invite proposals for the purchase of said bonds by advertisements in two or more newspapers published in said County, and by advertisements in at least three daily newspapers published in Boston, reserving the right to reject any and all bids. Bids for said bonds shall be received at the office of the County Commissioners, Springfield, Massachusetts, on Wednesday, October 22, 1924, at eleven o'clock in the forenoon, and shall be publicly opened and noted in the records. Other particulars as to the form, issuance and sale of said bonds not inconsistent herewith shall be determined by the Treasurer with the approval of the County Commissioners.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
) of the County
) of Hampden.

DEER DAMAGE CASES PAY ROLL FOR AUGUST 1924, SEPTEMBER 1924

	AMOUNT	FEES AND TRAVEL	Claim for damages done by deer.
August 19 John Fedder, Wales	\$15.00	\$1.60	
August 21 Sunnyside Fruit Co., Hampden	132.50	4.40	
September 3 Antoni Kowalczyk, Ludlow	35.00	5.40	
September 3 William H. Shinkwin, Westfield	45.00	5.40	
September 6 Edward A. Jensen, Granville	125.00	3.80	
September 18 N. H. Thresher, Hampden	84.50	4.50	
September 24 James Oniel, West Warren, Town of Palmer	25.00	10.80	
September 24 Peter Olesen, Granville	15.00	1.40	

The sum of nine hundred eighty-seven dollars and forty cents (\$987.40) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done to
Sheep

Land Damages (See Location report #24 - 1924)

Land Damages

Sundry accounts being presented, are allowed and the same amounting to the sum of sixty-five thousand, six hundred and ninety-seven dollars and eighty-nine cents, are ordered to be paid from the County Treasury.

Sundry Accounts
\$65,697.89

Cost of Springfield
and West Springfield
Bridge.

\$77,427.45

Sundry accounts for the construction of the Springfield and West Springfield Bridge, laid out under the provisions of Chapter 252 of the Acts of the year 1915, amounting to the sum of seventy-seven thousand four hundred and twenty-seven dollars and forty-five cents, are allowed, and are ordered to be paid from the County Treasury.

Hampden, ss.

October 6th, 1924.

Judgment is entered up according to reports etc.
and all matters not acted upon are ordered to be continued and this
meeting is adjourned without day.

Attest:

Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

June 4, 1923.

Rubwood Wheel, Inc.
Petr. for approval
of plans and speci-
fications of dam
across Chicopee Brook
in Monson

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE
COUNTY OF HAMPDEN:

Respectfully represents (Rubwood Wheel Inc.)? of Monson
in said county, that it is the owner of a certain tract of land lying
in Monson, in said county, in the locality formerly known as North
Monson, that through said property flows a stream of water commonly
called Chicopee Brook, that your petitioner desires to construct repairs
to an existing reservoir dam upon said premises, according to plans and
specifications annexed hereto and made a part hereof, and to collect and
impound thereon some of the water of said stream, by means of said dam
and repairs.

WHEREFORE your petitioner prays that said plans and speci-
fications of the proposed work may be filed with and approved by your
Honorable Board, as required by the provisions of Sec. 44 of Chapter
253 of the General Laws of Massachusetts, and that said plans and speci-
fications may be retained and recorded, and the work inspected during
its progress, as therein provided.

Signed Harry N. Atwood - Pres.
For Rubwood Wheel Inc.

The foregoing petition was entered at a meeting of the County Com-
missioners holden at Springfield within and for said County, on the
sixth day of June, nineteen hundred and twenty-three, and plans and
specifications were referred to James L. Tighe, Engineer, and on the
fourteenth day of said June his report was filed. On the twelfth day of
November, nineteen hundred and twenty-four, a final decree was entered
on said petition and was in the words as follows:

"Petition in this case was entered on the sixth day of June in the
year of our Lord one thousand nine hundred and twenty-three when the
said petitioner filed certain plans and specifications of its proposed
construction repairs to an existing reservoir dam in Monson which were
referred to Mr. James L. Tighe, Engineer, who made a report in writing
on June 14, 1923 on file with this case. On recommendation of the
Engineer, said plans and specifications were duly approved on June 18,
1923.

The County Commissioners have inspected the work during its
progress and also employed Mr. James L. Tighe, Engineer, to superintend
the construction and to make a final report on the construction of the
dam. The Engineer has made a final report in writing to the Board of
County Commissioners on October 27, 1924 which is on file with this
case and it appearing that said plans and specifications have been
faithfully adhered to, it is ordered that same be recorded.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

November 12, 1924."

Board of Selectmen
of Town of Wilbraham,
Petrs. for specific
repairs on portion of
Stony Hill road in
Wilbraham and for
aid.

25

To the County Commissioners of the County of Hampden:

Respectfully represented the undersigned, inhabitants of the town of Wilbraham in said County, that common convenience and necessity require that Stony Hill Road, an existing highway in said town which lies between road known as Ludlow Waiting Station, running southerly to the present Boston Road, that part of said road be specifically repaired as may be necessary.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs, the amount not to exceed THREE THOUSAND DOLLARS (\$3,000.00)

Ernest L. Thompson)
Fred W. Green) Board
W. H. McGuire, Jr.) of
Selectmen.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the nineteenth day of June, nineteen hundred and twenty-four and was continued from meeting to meeting and due proceedings having been had thereon, the County Commissioners file the following final decree, to wit:

Commonwealth of Massachusetts

Hampden, ss.

County Commissioners' Meeting November 12, 1924

On the petition of the Board of Selectmen of the Town of Wilbraham, for specific repairs on portion of Stony Hill Road in Wilbraham and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of July, A. D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow Bridge to Wilbraham, and being locally known as Ludlow Street; the work to begin at the Springfield-Wilbraham line, station 0, and extend in an easterly direction to station 19; these repairs to be made according to specifications set forth in agreement of the Department of Public Works, Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed Three Thousand Dollars (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

To the Honorable the County Commissioners of Hampden County:

We the undersigned, citizens of Blandford, respectfully petition your Honorable Board, do hereby declare and certify that public convenience and necessity require that specific repairs be made on the Blandford and Otis road beginning at what is known as Perkins bridge thence westerly to Otis town line approximately 4 miles.

And we humbly petition that you view the said road and order needed repairs on the same

And us in duty bound would ever pray

Signed	C. W. Bates	C. L. Haines
	H. H. Wyman	W. E. Allen
	J. N. Trudeau	M. J. Raymond
	John W. Peebles	L. F. Ripley
	W. J. Peebles	Ira I. Bates
	J. F. Bunnell	N. L. Haines
	C. V. Barnes	F. E. Cook

C. W. Bates et als.
Petr. for specific
repairs on Blandford
& Otis road beginning
at Perkins bridge,
so-called, westerly
to Otis town line, in
Blandford

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second day of July, nineteen hundred and twenty-four, and was continued from meeting to meeting and due proceedings having been had thereon, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Oct. 9, 1924.

On the petition of C. W. Bates et als. for specific repairs on Blandford and Otis road beginning at Perkins bridge, so-called, westerly to Otis town line, in Blandford.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the Blandford-Otis Road leading from Blandford Village to East Otis, and being locally known as the Otis-Blandford Stage Road; the work to begin at Blandford Village and extend in a westerly direction to the Blandford-Otis line, these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

W. H. Ensign) County
 : Commissioners
George S. Cook) of the County of
 Hampden

Selectmen of Tolland
Petrs. for aid in
repairing portion of
highway to Sandis-
field line, Tolland.

28

TO THE BOARD OF COMMISSIONERS OF THE COUNTY OF HAMPDEN, STATE OF
MASSACHUSETTS.

We, the undersigned selectmen, of the Town of Tolland, of above
County and State, do pray you to grant us aid in the repairing of that
piece of highway beginning at the end of last year's grant, continuing
to the Sandisfield line. The road is dangerous and the repairing of it
is necessary.

Tolland, Mass., Aug. 8, 1924.

Lyman C. Clark)
F. B. Deming) Selectmen
Harold Sattler) of
Tolland

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield, within and for said County, on the ninth
day of August, nineteen hundred twenty-four, and was continued from
meeting to meeting and due proceedings having been had thereon, on the
ninth day of October, the County Commissioners filed the following
final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting

Oct. 9, 1924.

On the petition of the Selectmen of Tolland for aid in repair-
ing portion of highway to Sandisfield line, Tolland.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the seventeenth day of September, A. D. 1924,
view said highway and hear all parties interested and did adjudge that
specific repairs should be made. At the time of said view, no person
interested having objected after adjudicating as aforesaid, said Com-
missioners order the following repairs made on road leading from Tolland
to the village of New Boston, and being locally known as the New Boston
Road; the work to begin at the Sandisfield-Tolland line, station 0, and
extend in an easterly direction to station 8; these repairs to be made
according to specifications set forth in agreement of the Department of
Public Works - Division of Highways, on file with this case.

These repairs are to be made and completed to the satis-
faction of the County Commissioners and the County of Hampden shall pay
to the Town of Tolland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.)
towards the repairing of this highway.

All damages sustained by any person by reason of said repairs
on this road, shall be paid by the Town of Tolland.

W. H. Ensign) County
George S. Cook) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, the Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway known as Hampden Road, an existing highway in said Town of East Longmeadow, is in need of extensive repairs, beginning at Micheal's Corner and extending easterly approximately 3500 feet toward the Hampden Line, that said road be relocated, that alterations be made in its course and width, and that said road be specifically repaired.

Selectmen of East Longmeadow, Petrs. for re-location, alterations & specific repairs of highway known as Hampden road beginning at Micheal's Corner and going Easterly toward Hampden Line, in East Longmeadow and for aid.

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Wherefore they pray that after notice, view and hearing your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

Herman W. King)
Charles H. Knox) Selectmen
L. E. Whitaker) for the Town of
East Longmeadow

East Longmeadow, Mass.
August 22, 1924.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the eighteenth day of August, 1924, and was continued from meeting to meeting, and due proceedings having been had thereon, on the twenty-first day of October, nineteen hundred twenty-four, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Oct. 21, 1924.

On the petition of the Selectmen of East Longmeadow for re-location, alterations and specific repairs of highway known as Hampden Road in East Longmeadow and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifteenth day of October, A. D. 1924, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Hampden and being locally known as the Hampden Road; the work to begin at the easterly end of the section of said road improved in 1923, station 29, and extend in an easterly direction to station 64+1000 feet to Station 74; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

W. H. Ensign) County Commissioners
George S. Cook) of the County
Daniel O'Neil) of Hampden.

Selectmen of Brimfield
Petrs. for specific
repairs on highway
locally known as Five
Bridges Road, leading
from State Highway in
East Brimfield to
Holland-Brimfield Road
in Brimfield and for
aid.

30

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY,

Respectfully represent your petitioners, the Selectmen of the Town of Brimfield, in the County of Hampden, Commonwealth of Massachusetts, all duly qualified and acting; that public necessity and convenience require specific repairs and improvement to highway in the Town of Brimfield, in said County, described as follows:-

Locally known as the Five Bridges Road in Brimfield, leading from the State highway in East Brimfield to the Holland-Brimfield road.

Wherefore your petitioners pray that your Board order specific repairs on said road, and that your Board contribute toward the cost of said repairs.

Dated this 30th day of August, A. D. 1934.

Clarence B. Brown) Selectmen
) of
Hubert F. Booth) Brimfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fifth day of September, nineteen hundred and twenty-four, and due proceedings having been had thereon, on the twenty-sixth day of November, the County Commissioners filed a final decree which was in the words as follows:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 26, 1934.

On the petition of the Selectmen of Brimfield, for specific repairs on highway locally known as Five Bridges Road, leading from State Highway in East Brimfield to Holland-Brimfield Road in Brimfield and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifteenth day of October, A. D. 1934, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners order the following repairs made on the Five Bridges Road, the highway to be widened and straightened and the grade reduced at the necessary points, a stone fill of about 200 lineal feet to be put in place, also, the installation of four corrugated iron pipe culverts, one 30 by 3, one 50 by 12, one 28 by 24 and one 84 by 18; about 25 yards of blasting as far as necessary, the road to be surfaced with gravel for about 1500 yards; the road to be dragged in shape after gravel has been placed.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Commonwealth of Massachusetts, Department of Public Works, Division of Highways a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Brimfield.

W. H. Ensign) County
George S. Cook) Commissioners
Daniel O'Neill) of the County
) of Hampden

To the Honorable Board of County Commissioners of Hampden County.
RESPECTFULLY represent your petitioners, being the Selectmen of the Town of Brimfield, that public necessity and convenience require the layout, relocation and alteration of a highway in the town of Brimfield in said County, described as follows:- beginning at about Sta. 48 of the 1897 layout of State Highway in the town of Brimfield and extending a distance of about 2700 feet in a southerly direction to about Sta. 75 of the 1899 year of layout of the State highway in the town of Brimfield.

Selectmen of Brimfield, Petrs. for lay out, relocation and alteration of highway in Brimfield

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Book of Plans
Page 47-48

Wherefore, your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to lay out, relocate, or alter such highway.

Dated this sixth day of September, A. D. 1924.

Clarence B. Brown)
Jas. A. G. Hoyt) Selectmen
Hubert F. Booth) of the
Town of Brimfield

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Dec. 3, 1924.

On the petition of Selectmen of the Town of Brimfield praying for a highway to be laid out, relocated and altered in Brimfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of December, 1924 file the following relocation report, to wit:-

On the petition of Selectmen of the Town of Brimfield praying for a highway to be laid out, relocated and altered in Brimfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fifteenth day of October, A. D. 1924, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, relocate and alter said highway in the manner following:

The base line begins at a point on the base line of the aforesaid 1897 State highway layout shown on plan as station 57+02.52, and extends thence south $0^{\circ} 01' 59''$ east for the distance of 201.05 feet; thence by a curve to the left of 1360.00 feet radius for the distance of 284.60 feet; thence by a curve to the left of 970.69 feet radius for the distance of 328.72 feet; thence by a curve to the left of 800.00 feet radius for the distance of 49.28 feet to a point at the end of the layout shown on plan as station 65+66.17.

The easterly line of location begins at a point in the easterly line of location of the aforesaid 1897 layout, said point bearing north $65^{\circ} 04' 31''$ east and being 27.42 feet distant from the point of beginning of the above described base line shown on plan as station 57+02.52, and extends thence south $1^{\circ} 19' 28''$ east for the distance

of 242.62 feet to a point bearing south $45^{\circ} 22' 41''$ east and 42.65 feet distant from a point on said base line shown on plan as station 59+03.57; thence parallel to and 30.00 feet distant from said base line to a point bearing north $55^{\circ} 02' 40''$ east and 30.00 feet distant from the point of ending of the above described base line shown on plan as station 65+66.17; thence south $55^{\circ} 02' 40''$ west for the distance of 4.87 feet to a point at the end of the layout in the easterly line of location of the aforesaid 1899 layout, said point bearing north $55^{\circ} 02' 40''$ east and being 25.13 feet distant from the aforesaid station 65+66.17.

The westerly line of location begins at a point in the easterly line of location of the aforesaid 1897 layout, said point being identical with the point of beginning of the above described easterly line of location, bearing north $65^{\circ} 04' 31''$ east and being 27.42 feet distant from the point of beginning of the above described base line shown on plan as station 57+02.52, and extends thence following said 1897 location line by a curve of 512.02 feet radius for the distance of 81.54 feet to a point bearing north $89^{\circ} 58' 01''$ east and 20.22 feet distant from a point on said base line shown on plan as station 57+72.30; thence south $7^{\circ} 48' 00''$ west for the distance of 297.62 feet to a point bearing south $83^{\circ} 12' 30''$ west and 30.00 feet distant from a point on said base line shown on plan as station 60+63.99; thence leaving said 1897 State highway location line and extending south-easterly by a curve to the left of 1390 feet radius for the distance of 118.85 feet to a point bearing north $86^{\circ} 56' 58''$ west and 31.04 feet distant from a point on said base line shown on plan as station 61+88.17; thence south $11^{\circ} 41' 26''$ east for the distance of 154.59 feet to a point bearing south $69^{\circ} 39' 15''$ west and 41.53 feet distant from a point on said base line shown on plan as station 63+29.16, said point marking the northwesterly end of the north-easterly location line of the aforesaid 1899 State highway layout; thence following said 1899 location line south $43^{\circ} 15' 10''$ east for the distance of 227.45 feet to a point bearing north $56^{\circ} 30' 05''$ east and 23.45 feet distant from a point on said base line shown on plan as station 65+45.82; thence by a curve to the right of 136.79 feet radius for the distance of 19.81 feet to a point at the end of the layout, identical with the point of ending of the above described easterly location line bearing north $55^{\circ} 02' 40''$ east and 25.13 feet distant from the point of ending of the above described base line shown on plan as station 65+66.17.

AND the following described parcel of land is taken for purposes of said highway by right of eminent domain under Chapter 79 of the G. L.

Parcel 1. From the H. U. BRADWAY ESTATE. (Elmer J. Bradway, Adm.) A parcel of land comprising the entire location of the 1924 County Layout, between Station 56+91+ and Station 65+66.17 of the base line of location, described as follows: Beginning at the junction of the easterly location line of the aforesaid 1924 County Layout, with the easterly location line of the state highway as laid out by the

Massachusetts Highway Commission, August 26, 1897, said junction bearing north 65° 04' 31" East and being 27.42 feet distant from Station 57+02.52 of the base line of location; thence extending southerly and south-easterly by said County Location line for 856.96 feet to its junction with the line defining the southeasterly end of the taking, said junction bearing North 55° 02' 40" East and being 30.00 feet distant from Sta. 65+66.17 of the base line of location; thence south-westerly by said end of taking for 4.87 feet to its junction with the front property line on the present highway, as defined by the north-easterly location line of the State highway as laid out by the Massachusetts Highway Commission, Aug. 3, 1899; thence northwesterly by said 1899 location line for 247.21 feet to a point at the northwesterly end of the same, said point also marking the junction of the said front property line with the westerly location line of the aforesaid county layout, bearing South 69° 38' 15" West and being 41.53 feet distant from Sta. 63+29.16 of the base line; thence northwesterly by said county location line for 273.44 ft. to its junction again with the front property line on the present highway as defined by the aforesaid easterly location line of the 1897 State highway layout, said junction bearing South 83° 12' 30" West and being 30.00 feet distant from Sta. 60+63.99 of the base line; thence northerly by said 1897 location line for 379.16 feet to the point of beginning, containing about 33,080 square feet.

And the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of December next, to remove therefrom their buildings, wood, timber or trees. And it having been made to appear to the County Commissioners that the Town of Brimfield has passed a vote to indemnify the State and County from all damages sustained by reason of the laying out of said highway, the County Commissioners have estimated the damages as follows to wit:-

To H. U. Bradway Estate \$1.00

The said highway including the bridge structure is to be constructed by the Commonwealth.

All damages sustained by any person by reason of the laying out of said highway shall be paid by the Town of Brimfield.

W. H. Ensign)
George S. Cook) County Commissioners.

Hampden, ss. County Commissioners' Meeting, Dec. 3, 1924.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Robert O. Morris, Clerk.

E. LeRoy Gardner,
Petr. for abatement
of nuisance

vs.

Board of Health of
Town of Chester

36

September 25, 1924.

To the Board of Health,
Chester, Mass.

The undersigned respectfully petitions the Board of Health of the Town of Chester to take such measures as may be necessary to abate a public nuisance resulting from the pollution of the stream crossing the property of the petitioner of Middlefield Street and lately known as the Sewer Brook by kitchen refuse and waste from sink drains, bathrooms, closets and privies.

Signed E. LeRoy Gardner
By George A. Bacon,
His Attorney.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first day of November, nineteen hundred and twenty-four, and due proceedings having been had thereon, on the twelfth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Nov. 12, 1924.

In the matter of a petition to the Board of Health of the Town of Chester by E. LeRoy Gardner for an abatement of a public nuisance resulting from the pollution of the stream crossing the property of the petitioner on Middlefield Street and lately known as Sewer Brook, by kitchen refuse, waste from sink drains, bathrooms, closets etc., and the refusal of the Board of Health of Chester to abate said public nuisance and coming before the Board of County Commissioners as set forth by a petition in part as follows:

I, therefore, in compliance with the General Laws Chapter 111, section 141, petition your Honorable Board to hear and determine the application made for the abatement of the nuisance complained of and pass all proper orders abating said nuisance.

Respectfully yours,
E. LeRoy Gardner
By Geo. A. Bacon, His Attorney.

ORDERED: it having been made to appear to the County Commissioners at a hearing held in Chester November 11, 1924 upon the petition of E. LeRoy Gardner for an abatement of nuisance, that such a public nuisance did exist; the Board of Health of the Town of Chester is ordered to immediately dig out, open up and cleanse thoroughly the Sewer Brook, so-called, running through the property of E. LeRoy Gardner in order that the pollution of said brook by reason of sewage constituting a public nuisance be abated.

It is further ordered in compliance with Section 142 of Ch. 111 of the General Laws that the sum of \$15.00 as costs in these proceedings be paid into the County Treasury and assessed as follows:

\$7.50 upon the applicant E. LeRoy Gardner of Chester
7.50 upon the Board of Health, Town of Chester

W. H. Ensign) County
George S. Cook : Commissioners of
Daniel O'Neil) the County of Hampden

October Meeting 1924

COUNTY COMMISSIONERS' MEETING

October 23, 1924.

At the meeting of the County Commissioners, no one of whom was disqualified by interest or inability to attend, duly called and held, it was

VOTED: That the \$2,050,000. 4% Hampden County Memorial Bridge Loan Act of 1915 Coupon bonds with privilege of registration in denominations of \$1,000. each dated October 1, 1924 payable \$103,000 on October 1 in each of the years 1925/34 inclusive and \$102,000 on October 1 in each of the years 1935/44 inclusive, be awarded to OLD COLONY TRUST COMPANY, F. S. Moseley & Company, E. H. Rollins & Sons, and Edmunds Brothers, all of Boston, Mass. at 100.9391 and interest.

W. H. Ensign)
: County
George S. Cook) Commissioners
: of the County
Daniel O'Neil) of Hampden.

Voted that \$2,050,000
4% Memorial Bridge
Loan Act of 1915
Coupon bonds be award-
ed to
Old Colony Trust
F. S. Moseley & Co
E. H. Rollins &
Sons
Edmunds Brothers
at 100.9391 & interest

COUNTY COMMISSIONERS' Office

October 23, 1924.

ORDERED; that the order to arrest Charles St. Clair holder of permit to be at liberty, issued October 15, 1924, is hereby revoked.

W. H. Ensign)
: County
George S. Cook) Commissioners
: of the County
Daniel O'Neil) of Hampden.

Order revoking order
to arrest

Charles St. Clair

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the twenty-ninth day of October, 1924.

Voted; After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Stewart Baillieul to be at liberty upon the following condition, that he conform to the school regulations of the City of Springfield.

Robert O. Morris, Clerk.

Released from
Training School
on parole,

Charles St. Clair

COUNTY COMMISSIONERS' MEETING

October 29, 1924

ORDERED, That Fred A. Bearse, County Treasurer, transfer from the General Fund to the Hampden County Memorial Bridge Account, the sum of SIX THOUSAND NINE HUNDRED SIXTEEN DOLLARS AND THIRTY-FIVE CENTS (\$6,916.35), same being in addition to the \$2,050,000. par value 4% Bonds which is County of Hampden's share of the said Bridge costs.

W. H. Ensign)
: County
George S. Cook) Commissioners
: of the County
Daniel O'Neil) of Hampden.

Ordered that Fred A.
Bearse, Treas. trans-
fer from the General
Fund to the Hampden
County Memorial Bridge
Accounty \$6,916.35

Voted to authorize Fred A. Bearse, Treas. to purchase \$10,000 of the Public Service Electric Electric & Gas First & Refunding 5-1/2's from the War Chest Fund.

COUNTY COMMISSIONERS' MEETING

October 29, 1924.

VOTED: to authorize Fred A. Bearse, County Treasurer, to purchase TEN THOUSAND DOLLARS (\$10,000.) Principal, at ninety-seven (97) and accrued interest, of the Public Service Electric and Gas First & Refunding 5-1/2's October 1, 1964 from the War Chest Fund of the County of Hampden, Massachusetts, War Chest Fund Account.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Ordered that County Treas. be authorized to issue registered bonds in exchange for coupon or other bonds notes or certificates of indebtedness of the County.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Oct. 29, 1924.

ORDERED: That the County Treasurer under authority of and in accordance with General Laws, Chapter 107, Sections 4, 5 and 6, be and he hereby is authorized to issue registered bonds in exchange for coupon or other bonds, notes, or certificates of indebtedness of the County. Such new registered bonds, notes or certificates shall be signed by the County Treasurer and countersigned by the County Commissioners.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Ordered that the County Treas. pay \$5,000 to City of Holyoke under Chap 538 of the Acts of 1922.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Oct. 31, 1924.

ORDERED; That Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay to the City of Holyoke, the sum of FIVE THOUSAND DOLLARS (\$5,000.) on account of the County's contribution toward the cost of work done under the provisions of Chapter 538 of the Acts of 1922.

W. H. Ensign)
George S. Cook)
Daniel O'Neil)

Ordered that Club Realty Co. of Longmeadow be allowed to fill pond, etc.

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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Oct. 31, 1924

ORDERED: that the Club Realty Company of Longmeadow, Massachusetts be allowed to fill the pond formed by the dam in accordance with the following:

Flashborads on the spillway be limited so as not to be raised higher at any time than elevation 102.84 as given on sheet 1 - No. 163 of plans showing repairs made, on file with this case. This elevation of 102.84 is substantially 3 feet lower than the top of the dam, the elevation of which is 105.80 and 2-3/4 feet higher than the crest of the concrete spillway, the elevation of which is 100 feet.

Also the tops of the vertical metal guides set for flashboards are to be cut off at elevation 102.84 or flush with flashboards at maximum height, this in order that they may not collect debris and thus retard the free discharge of water over the spillway.

It is also ordered that the flashboards be removed after the harvesting of the ice on the pond, and not replaced until late in the spring and until after the breaking up and disappearance of all snow and ice.

W. H. Ensign)
County
George S. Cook) Commissioners
of the County
Daniel O'Neil) of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss.

November 5, 1924.

VOTED: this day, that the salary of Cornelius Riley, Night Watchman in the Court House, shall be at the rate of One Hundred Seventeen Dollars (\$117.00) per month, the same to become effective beginning November 1, 1924.

W. H. Ensign)
County
George S. Cook) Commissioners
of the County
Daniel O'Neil) of Hampden

Voted to increase
salary of Cornelius
Riley, night watch-
man in the Court
House

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Nov. 12, 1924

VOTED: That Fred A. Bearse, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts, on State Highway account under the provisions of Chapter 231 of the General Acts of 1915 and Chapter 572 of the Acts of 1920, the sum of NINETEEN THOUSAND NINE HUNDRED FORTY-EIGHT DOLLARS AND 13/100 (\$19,948.13), as follows:

Amount expended	\$77,531.20
1/4 of Amount	\$19,382.80
Interest	565.33
Total	\$19,948.13

W. H. Ensign)
County
George S. Cook) Commissioners
of the County
Daniel O'Neil) of Hampden.

Voted that Fred A.
Bearse, County Treas.
be authorized to pay
to the Commonwealth
of Mass. on State
Highway Acct. Ch. 231
Gen. Acts of 1915
Chap. 572 Acts of
1920- \$19,948.13

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Nov. 12, 1924.

VOTED: that Fred A. Bearse, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account, the sum of TWENTY-ONE THOUSAND SIXTY NINE DOLLARS AND 78/100 (\$21,069.78), as follows:

Principal sum,	\$18,112.77
Interest,	2,957.01
	\$21,069.78

W. H. Ensign)
County
George S. Cook) Commissioners
of the County
Daniel O'Neil) of Hampden.

Voted that Fred A.
Bearse, County Treas.
be authorized to pay
to the Com. of Mass.
on State Highway acct
\$21,069.78.

Voted to sustain
the award to Merrill
Brooks for damage
done by deer in
Granville

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. County Commissioners' Meeting Nov. 13, 1924.

At a hearing held on November 11, 1924 at 10 A. M. at the Town Hall in Granville upon the request of Merrill Brooks of Granville regarding a claim for damage done to his fruit trees by deer, and upon which a damage in the amount of \$50.00 was awarded him by the Chairman of the Board of Selectmen, Mr. H. A. Root and two appraisers, W. C. E. Hansen and Porter F. Frisbie; the amount of which was claimed by Mr. Brooks to be inadequate and which should have been in his opinion \$150.00 - the County Commissioners after viewing the premises and listening to the evidence of Mr. Brooks and the appraisers, voted to sustain the award to said Merrill Brooks made by the appraisers in the amount of \$50.00.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
for the County
of Hampden.

Released from
Training School
on parole, -

Fernando Lacasse

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the fourteenth day of November, nineteen hundred twenty-four.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Fernando Lacasse to be at liberty upon the following condition, that he conform to the school regulations of the City of Holyoke.

Robert O. Morris, Clerk.

Released from
Training School
on parole, -

Wilbrood Manning

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the fourteenth day of November, A. D. 1924.

VOTED: after due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Wilbrood Manning to be at liberty upon the following condition, that he conform to the school regulations of the City of Holyoke.

Robert O. Morris, Clerk.

Released from
Training School
on parole, -

Edward Byrnes

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the fourteenth day of November, A. D. 1924.

VOTED: After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Edward Byrnes to be at liberty upon the following condition, that he conform to the school regulations of the City of Holyoke.

Robert O. Morris, Clerk.

October Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Nov. 19, 1924.

In accordance with provision of Chapter 104 of the Acts of 1923 and accepted by the County Commissioners November 7, 1923, the County Commissioners of the County of Hampden this day vote that Lydia M. Tanner be retired from active service as Register of Deeds for the County of Hampden at a yearly compensation of EIGHT HUNDRED DOLLARS (\$800.) the same to become effective on December 3, 1924.

W. H. Ensign)
: County
George S. Cook) Commissioners
: of the County
Daniel O'Neil) of Hampden.

Lydia M. Tanner
placed upon pension
roll.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Nov. 26, 1924.

ORDERED: That Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay to the Commonwealth of Massachusetts, Department of Public Works, Division of Highways, the sum of THIRTY-SIX THOUSAND TWO HUNDRED ELEVEN DOLLARS AND 90/100 (\$36,211.90) on account of the County of Hampden's proportion of the cost of work done under provision of Chapter 518 of the Acts of 1922.

W. H. Ensign)
: County
George S. Cook) Commissioners
: of the County
Daniel O'Neil) of Hampden.

Ordered that Fred A. Bearse, County Treas be authorized to pay to Commonwealth of Mass. Dept. of Public Works, Division of Highways

Chap. 518 of the Acts of 1922.

December 3, 1924.

The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that James D. Norton of Springfield, has thirty-seven thousand seven hundred and seven votes, John F. Cronin of Holyoke, has thirty-five thousand one hundred and thirty-two votes and Herbert Holland of Springfield has one vote. The said James D. Norton of Springfield, having the highest number of votes is declared to be elected.

December 3, 1924.

James D. Norton, elected Register of Deeds, appeared before the Board and was duly sworn. His bond was fixed at four thousand dollars, and was filed and approved, the surety being the American Surety Company of New York, of New York, New York.

James D. Norton
qualified as Register
of Deeds

December 3, 1924.

The copies of the records of votes for County Treasurer having been examined and counted, it appears that Fred A. Bearse of Springfield, has fifty-three thousand four hundred and seventy-eight votes. Blank twelve thousand five hundred and eighty-five. The said Fred A. Bearse of Springfield has the higher number of votes and is declared to be elected.

Order to arrest
Owen McGray, holder
of permit to be at
liberty.

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. County Commissioners' Meeting. Dec. 10, 1924.
Whereas, it has been made to appear to said Commissioners that Owen McGray of Springfield in said County, was sentenced to the House of Correction in said County, on the 17th day of May, 1924, by the District Court for said county and whereas it further appears that a written permit to be at liberty was issued to the said Owen McGray on the 28th day of June, 1924, by said Commissioners, and it further appears that said Owen McGray has been convicted of a crime punishable by imprisonment, it is now ordered by said commissioners that the said permit be revoked.
George S. Cook)
Daniel O'Neil) County Commissioners.

Released from
Training School
on parole, -
Charles Galuzka

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss.
At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the twelfth day of December, A. D. 1924.
VOTED; After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Charles Galuzka to be at liberty upon the following condition, that he conform to the school regulations of the town of Chicopee Falls.
Robert O. Morris, Clerk.

Voted to increase
salary of S. Leigh
F. Fancher, Supt.
of Hampden County
Training School and
to increase salary
of Mrs. S. Leigh F.
Fancher, matron of
Training School.

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. December 17, 1924.
VOTED, that the salary of Mr. S. Leigh F. Fancher, Superintendent of the Hampden County Training School be increased from \$2,000. to \$2,400. per annum and that the salary of Mrs. S. Leigh F. Fancher, Matron of the Hampden County Training School be increased from \$660. to \$900.00 per annum, same to become effective December 1, 1924.
W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Claim for damages
done by deer.

DEER DAMAGE CASES FOR MONTH OF NOVEMBER 1924.			FEES &	
		Amount	Travel	
Nov. 5, 1924.	Fred N. Lawrence, Brimfield	\$10.00	\$1.20	
Nov. 12, 1924.	Merrill Brooks, Granville	50.00	6.20	
Nov. 28, 1924.	R. D. Beman, Westfield	43.50	4.80	

The sum of Seven Hundred Sixty-Nine Dollars and Five Cents (\$769.05) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done
by dogs.

Sundry accounts being presented, are allowed and the same amounting to the sum of sixty-two thousand one hundred and thirty-seven dollars and sixty-six cents, are ordered to be paid from the County Treasury.

Sundry Accounts
\$62,137.66

Sundry accounts for the construction of the Springfield and West Springfield Bridge, laid out under the provisions of Chapter 252 of the Acts of the year 1915, amounting to the sum of Six Million Seven Hundred and Six Thousand Thirty-Three Dollars and thirty-nine cents, are allowed, and are ordered to be paid from the County Treasurer.

Cost of Springfield
and West Springfield
Bridge.
\$6,706,033.39

Directors of Boston
& Albany R. R. Co.
Petrs. for altera-
tion of bridge
known as B. & A.
Bridge No. 98.31
& also called
Dwight St. Underpass
at North Street
Springfield, etc.

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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY
OF HAMPDEN:-

Respectfully represent the Directors of the Boston & Albany
Railroad Company that a public way in the City of Springfield, County
of Hampden and Commonwealth of Massachusetts, known as North Street,
and the tracks of the Boston & Albany Railroad Company cross each
other by a bridge known as Boston & Albany bridge No. 98.31, and also
called "Dwight Street Underpass"; that they deem it necessary for the
security or convenience of the public that an alteration, which does
not involve the abolition of crossing at grade, should be made in
said crossing, the approaches thereto, the location of said railroad
or way, or in said bridge at said crossing.

WHEREFORE, your petitioners pray that this Honorable Board,
after a public notice, will hear all parties interested and if they
decide that such alteration is necessary, will prescribe the manner
and limits within which it shall be made.

DIRECTORS of the BOSTON & ALBANY RAILROAD COMPANY,

By The New York Central Railroad Company,

By Geo. H. Fernald, Jr.
Counsel.

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield, within and for said County, on the
twenty-fifth day of October, nineteen hundred twenty-four, and due
proceedings having been had thereon, on the twenty-fourth day of
December, the County Commissioners file the following final decree,
to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss

County Commissioners' Meeting Dec. 24, 1924.

At a meeting of the County Commissioners of the County of
Hampden, begun and holden at Springfield within and for said County
on the first Wednesday of December, A. D. 1924, and by adjournment
on the seventeenth day of December, 1924.

Present:- William H. Ensign, Chairman
Daniel O'Neil, Commissioner
Charles W. Bray, Associate Commissioner,
in place of George S. Cook, disqualified
on account of residence.

Upon petition of the Directors of the Boston & Albany Rail-
road Company filed with the Clerk on the twenty-fifth day of October,
1924, and thence by due adjournment and continuance pending until the
present time, representing that a public way in the City of Spring-
field, County of Hampden and Commonwealth of Massachusetts, known as
North Street, and the tracks of the Boston & Albany Railroad Company
cross each other by a bridge known as Boston & Albany bridge No. 98.31,
also sometimes called "Dwight Street Underpass"; that they are of the
opinion that it is necessary for the security or convenience of the
public that an alteration, which does not involve the abolition of a
crossing at grade, should be made in said crossing, the approaches
thereto, the location of said railroad or way, or in said bridge at
said crossing.

After due notice, view and hearing, on the fourth day of December, 1924, at which hearing before said Commissioners came the petitioners by George H. Fernald, Jr., Esquire, their Attorney, Francis B. Freeman, Engineer for the Railroad, and the City of Springfield by Robert P. Marsh, Superintendent of Streets, and were heard, - it is considered and adjudged that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade.

THEREUPON, it is ORDERED that the said crossing be altered in the manner and within the limits hereinafter described:-

1. The portion of the present superstructure which supports the northerly station building and the adjacent sidewalk and driveway is to be entirely removed. This superstructure consists of longitudinal steel girders with diaphragm separators and supports, reinforced concrete slabs which carry the floor of the station, the sidewalk and the driveway.

2. The concrete abutments supporting the superstructure described above, together with the wingwalls, are to be removed southerly from Liberty Street to a point about one hundred fifty (150) feet south of the southerly line of Liberty Street. The portion of the abutments left in place will terminate on the westerly side of North Street Extension at the southerly wall of the proposed passenger station building, and on the easterly side at a new reinforced concrete retaining wall running east from North Street Extension bridge and parallel to the tracks.

3. The portion of the present superstructure which supports the southerly station building and the adjacent sidewalk and roadway is to be entirely removed. This superstructure consists, under the station building and sidewalk, of longitudinal steel girders with diaphragm separators covered by concrete slabs supporting the station floor and sidewalk; and, under the driveway, of transverse steel floor beams carried by longitudinal steel girders and supporting the reinforced concrete slab driveway.

4. A new superstructure is to be built consisting of longitudinal steel girders with diaphragm separators. This will support a concrete slab which will carry the ballast and ties of additional tracks to be laid over the bridge together with the inter-track platforms and canopies. This superstructure will be of similar construction to that part of present superstructure carrying railroad tracks and will extend from the northerly line of Lyman Street to a point about one hundred seventeen (117) feet north of the same, where it will be connected to the existing superstructure left in place.

5. The concrete abutments supporting the portion of superstructure which is to be replaced are to remain unchanged, except that they will be extended south to the northerly line of Lyman Street and minor alterations made to adapt them to the new superstructure.

6. The new superstructure is designed to carry, in addition to its own weight and the weight of ballast and track, Cooper's E-70 Engine Loading. It is to be built in accordance with the New York Central Lines Specifications for Steel Railroad Bridges, dated 1917.

7. The remaining portion of the present superstructure supporting the tracks and platform of the railroad is to be left unchanged, except for slight alterations in the arrangement of tracks and platforms.

8. The concrete abutments under the remaining portion of the present superstructure are to be unchanged, except that the existing opening from North Street to the stairway in the westerly abutment is to be closed by a concrete wall and the stairway abandoned.

9. The underclearance of the bridge is to remain unchanged; the clear distance between the roadway of North Street Extension and the underside of the new superstructure being the same as that existing at present.

10. The existing roadway and sidewalks of North Street Extension are to remain unchanged.

11. The work is to be carried out substantially in accordance with the plan entitled "Proposed Reconstruction Bridge at North Street Extension under Tracks of Boston and Albany Railroad, in the City of Springfield," dated October 1924, and filed with this Board.

W. H. Ensign)County Commissioners
Daniel O'Neil)of the
Chas. W. Bray)County of Hampden
Assoc. Commissioner.

City Council of the City of Westfield, Petrs. for alteration in R. R. Crossing in Westfield known as Northampton Road crosses the Holyoke & Westfield R. R. operated by N. Y., N. H. & H. R. R. Co. the approaches thereto, location of highway, location of tracks of Springfield St. Ry. Co. & in bridge at said crossing

CITY OF WESTFIELD.

In City Council.

December 4, 1924.

APPLICATION TO COUNTY COMMISSIONERS FOR ALTERATION OF RAILROAD CROSSING.

TO THE HONORABLE THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN
IN THE COMMONWEALTH OF MASSACHUSETTS:-

Respectfully represents the City Council of the City of Westfield, in said County and Commonwealth, in accordance with a vote duly passed on the fourth day of December, 1924, that it deems it necessary for the security and convenience of the public that an alteration should be made in the railroad crossing in said Westfield where the highway leading from Westfield to Southampton, otherwise known as the Northampton Road, crosses the Holyoke and Westfield Railroad, so-called, operated by the New York, New Haven and Hartford Railroad Company, the approaches thereto, the location of the highway, the location of the tracks of the Springfield Street Railway Company and in the bridge at said crossing.

These alterations do not involve the abolition of a crossing at grade.

Wherefore, said City Council, in accordance with the provisions of Section 59 of Chapter 159 of the General Laws of said Commonwealth, as amended by Section 1 of Chapter 351 of the Acts of 1923, hereby respectfully applies to your Honorable Board, after public notice and hearing as provided by law, to consider and decide upon the necessity for such alterations, and, if you decide that the same are necessary, to prescribe the manner and limits within which they shall be made, to certify your decision to the parties interested and to the Department of Public Utilities of said Commonwealth and to take such other action in the premises as to law and justice may appertain.

Harry B. Putnam	}	City Council
Francis M. O'Day		
Frederick A. Nash	}	of
Joseph P. Cullen		
Horace A. Fuller	}	Westfield
Harry A. Cowles		
Charles A. Hickson	}	Westfield
Frederick L. Parker		
George D. Gaylord	}	Westfield
Stanley M. Healey		

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fifteenth day of December, A. D. 1924, and due proceedings having been had thereon, on the eighteenth day of February, A. D. 1925, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting. Feb. 18, 1925.

In the matter of the petition of the City Council of the City of Westfield concerning the alteration of the railroad crossing in said Westfield where the highway leading from Westfield to Southampton, otherwise known as the Northampton Road, crosses the Holyoke and Westfield Railroad, so called, operated by the New York, New Haven and Hartford Railroad Company, the approaches thereto, the location of the highway, the location of the tracks of the Springfield Street Railway Company and the bridge, at said crossing, said alterations not involving the abolition of a crossing at grade.

Due notice having been given to all parties interested as ordered by the Commissioners, a meeting of the Commissioners was held and a hearing given in the matter of the foregoing petition at the City Hall, in said Westfield, on the 28th day of January, 1925, and a view taken of the premises described in said petition. There were present George S. Cook, Chairman, Daniel O'Neil, Commissioner, and John Hall, Commissioner. Florence W. Burke, Esq., City Solicitor of Westfield, appeared for the petitioners. Mayor Louis L. Keefe, Chief of Police Thomas F. Daley and Superintendent of Public Works Oren E. Parks, all of Westfield, were also heard in favor of the petition. Superintendent H. M. Flanders was heard in behalf of the Springfield Street Railway Company, and M. B. Begley, of Holyoke, in behalf of the Holyoke and Westfield Railroad Company. A communication from F. A. Farnham, Esq., Counsel for the New York, New Haven and Hartford

Railroad was read, alleging insufficient notice and asking for an opportunity to be heard later. There being no other persons desiring to be heard, the meeting was then adjourned to February 18, 1925, at the office of the Commissioners to give the New York, New Haven and Hartford Railroad Company an opportunity to be heard.

And now, on the 18th day of February, 1925, all the Commissioners being present, a communication having been received from F. A. Farnham, Esq., Counsel for the New York, New Haven and Hartford Railroad Company, to the effect that the Company does not consider it necessary to be represented at the adjourned meeting and there being no other persons desiring to be heard, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that an alteration should be made in said railroad crossing, the approaches thereto, the location of said highway, the location of the tracks of the Springfield Street Railway Company and the bridge, at said crossing, as set forth in said petition.

Therefore, it is ORDERED, ADJUDGED and DECREED that such alterations shall be made in the following manner and within the following limits, namely:-

1. The upper portions of the existing stone parapets of the bridge and some of the top stones of the existing wing walls shall be removed and the bridge widened by construction new reinforced concrete additions and supports on each side of the present structure, the same including new concrete retaining walls, concrete guard railing and concrete sidewalks. The finished structure is to be approximately 50 ft. 4 inches in width over all, with the roadway 36 feet in width between curbs, and sidewalks 5 feet 10 inches in width.

2. All concrete shall consist of Portland cement, clean sharp sand and broken trap rock mixed in the proportions specified on the plans hereinafter referred to. The Portland cement used shall conform in all respects to that specified in the "Standard Specifications and Tests for Portland Cement" adopted by the American Society for Testing Materials, effective January 1, 1921. The steel reinforcements shall meet the requirements of the standard specifications of the American Society for Testing Materials for Billet Steel Concrete Reinforcing Bars.

3. The outside and bottom faces of beams 1-2, the exposed faces of the fascias, and the railings except for the sunken panels shall be given a rubbed finish. The sunken panels of the railings shall be tooled to a finish equal to 6 cut work. The tops and exposed faces of the curbs shall be steel troweled to a smooth, hard surface. The wearing surface of the sidewalks shall be troweled and wood floated to a tapestry finish and brought to the finished grade free from any depressions, bubbles or other defects. All materials used and the workmanship shall be first class in every particular.

4. The roadway of the bridge and the approaches thereto are to be filled and graded to the width shown on plans hereinafter referred to and to the grade of the underside of the concrete pavement shown on said plans. The concrete pavement, however, is not included in this decree.

5. The entire work to be done is to be done in accordance with two plans entitled as follows:-

"Sheet 1 of 2.-- Board of Public Works, City of Westfield, Widening of Bridge No. 1.13 over Holyoke and Westfield Branch N. Y. N. H. & H. R. R., General Plan--Elevation--Cross Section Superstructure Details, scales as noted, Dec. 1923."

"Sheet 2 of 2.-- Board of Public Works, City of Westfield, Widening of Bridge No. 1.13 over Holyoke and Westfield Branch N. Y. N. H. & H. R. R., Retaining Walls and Footing Plan, scales as noted, Dec. 1923."

which are filed with the Commissioners and identified by their signatures, bearing date of February 18, 1925, and which are incorporated herewith and made a part hereof by reference. All work is to be done in such a manner as not to injure or obstruct the Holyoke and Westfield Railroad or the operation thereof.

6. The street railway tracks are to be removed from their present location and relocated as shown on the plans filed herewith. The roadway is to be kept open to the street railway and highway traffic while doing the work ordered.

7. The highway leading from Westfield to Southampton, otherwise known as the Northampton Road, southerly of the Holyoke and Westfield Railroad, is to be widened along the westerly side by the taking of a parcel of land supposed to belong in part to Christina H. Butler and in part to F. L. Slater, bounded and described as follows:-

Commencing at a stone monument in the southerly location line of said Holyoke and Westfield Railroad and in the westerly line of the highway as laid out by the Board of County Commissioners, March 30, 1903; thence south $40^{\circ}22'30''$ west about 78.67 feet to a stone monument; thence on a curve to the right of radius 514 feet about 361.08 feet to a stone monument; these two courses are a portion of the westerly line of the Old Northampton Road, as laid out by the Board of County Commissioners on March 30, 1903; thence north-easterly on a curve to the left of radius 468.25 feet about 347.33 feet to a stone monument; thence north $38^{\circ}7'45''$ east about 83.23 feet to a point in the southerly location line of said Holyoke and Westfield Railroad; thence south $74^{\circ}30'30''$ east along said location line about 15.91 feet to place of beginning. Said parcel of land is shown on plan entitled "Plan of Highway in Westfield, Hampden County, Mass., locally known as Old Northampton Road as relaid by the County Commissioners, Scale 40 feet to the inch, A. L. Peabody, C. E., 1925", which is filed with the Commissioners and identified by their signatures, bearing date of February 18, 1925, and which is incorporated herewith and made a part hereof by reference.

For the purpose of such widening the westerly line of the highway is hereby relocated so as to include in the highway the land above described.

8. For the purpose of further widening and straightening said highway in accordance with this decree another portion thereof is hereby relocated as follows:-

Commencing at a stone monument in the southerly location line of the Holyoke and Westfield Railroad and the easterly location line of said highway, as laid out by the Board of County Commissioners, March 30, 1903; thence north $74^{\circ}30'30''$ west along said location line 72.44 feet to a stone monument in the westerly line of said highway as located in 1903; thence continuing same course along said railroad location line 15.91 feet; thence north $38^{\circ}7'45''$ east crossing said railroad location about 196.64 feet to a stone monument at the commencement of section two of relocation of the Northampton Road as ordered March 30, 1903; thence south $74^{\circ}30'30''$ east crossing said Northampton Road 71.5 feet to a stone monument in the easterly line of said road; thence south $33^{\circ}22'$ west crossing said railroad location about 190.72 feet to place of beginning; all as shown on plan referred to in the previous section.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners

Dismissed Case

At a meeting of the County Commissioners holden on the eighteenth day of February, A. D. 1925, the following petition was dismissed:

No. 34 Vincent M. Marchese et al. Petrs. vs. Selectmen of East Longmeadow
for abatement of taxes

Order as to certain elevation, also order not to divert natural course of brook which feeds the pond of John Wyszatycki of Willimansett except by permission from Board of County Commissioners.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Dec. 23, 1924.

It having been made to appear to the County Commissioners of Hampden County that Mr. James L. Tighe, Engineer, employed by the County as Inspector of dams required by the statutes, has made an inspection of the ice dam owned by Mr. John Wyszatycki of Montgomery Street, Willimansett, Massachusetts, and built across a small tributary of Crowfoot Brook in Willimansett, Chicopee, it is

ORDERED,

that the said John Wyszatycki may fill the pond formed by the dam to any height the elevation of which is two and one-half ($2-1/2$) feet or more below the elevation of the top of the dam but in case the water in the pond should rise higher than the elevation of the prescribed height of two and one-half ($2-1/2$) feet, the said John Wyszatycki shall make the structure permanent and secure by the construction and maintenance of an overflow of such discharging capacity that at all times and under all conditions of flood flow the elevation of the water in the pond shall not be less than one and one-half ($1-1/2$) feet below the elevation of the top of the dam. It is further ordered that the brook which has been diverted as a feeder to the pond and which has lately been turned back into its original or natural course, shall not be diverted again by the said John Wyszatycki into the pond except upon permission from the Board of County Commissioners.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

December Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting December 24, 1924.

ORDERED: That Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay to the City of Holyoke, the sum of ONE THOUSAND TWO HUNDRED AND FIFTY DOLLARS (\$1,250.00) on account of the County's contricution toward the cost of work done under the provisions of Chapter 538 of the Acts of 1922.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners
of the County
of Hampden.

Ordered that Fred A. Bearse, County Treas. be authorized to pay to City of Holyoke \$1,250. under Chap. 538 of Acts of 1922.

December 29, 1924. Fred A. Bearse of Springfield, County Treasurer appears, and is sworn and gives bond, for the faithful discharge of the duties of said office. Said bond is approved.

Fred A. Bearse
sworn in as
County Treasurer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. Springfield, December 31st, 1924.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for salaries of county officers and assistants, fixed by law, in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve the sum of one thousand one hundred and ninety-four dollars and sixty-two cents (\$1,194.62) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners

Order to transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. Springfield, December 31st, 1924.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for clerical assistance in county offices in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve the sum of two thousand and eighty-seven dollars and seventy-nine cents (\$2,087.79) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners.

Order to transfer

Order to transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden. ss. Springfield, December 31st, 1924.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for salaries and expenses, district and police courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve the sum of two thousand four hundred and eighty-nine dollars and forty-eight cents (\$2,489.48) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners

Order to transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. Springfield, December 31st, 1924.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for civil expenses in supreme and superior courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve the sum of two thousand two hundred and two dollars and ninety-seven cents (\$2,202.97) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

W. H. Ensign)
George S. Cook) County
Daniel O'Neil) Commissioners.

Voted that Fred A. Bearse, County Treas. be authorized to pay the treasurer of the Com. of Mass. on State Highway Account, three 1922 assessments.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, Dec. 31, 1924.

VOTED: That Fred A. Bearse, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts, on State Highway Account, the sum of TWENTY-FIVE THOUSAND SIX HUNDRED SEVENTEEN DOLLARS AND SEVENTY-FOUR CENTS (\$25,617.74) consisting of three (3) 1922 assessments due as follows:

Due in 1925.....	\$8,509.08
Due in 1926.....	8,509.08
Due in 1927.....	8,509.08
Principal sum.....	\$25,527.24
Interest.....	90.50
	<u>\$25,617.74</u>

W. H. Ensign)
George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden.

December Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting January 5, 1925.

ORDERED: That Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay the sum of ELEVEN THOUSAND TWO HUNDRED AND FOURTEEN DOLLARS AND SIXTY-NINE CENTS (\$11,214.69) received as rentals from the Springfield Street Railway Company under its contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so-called, by said Company to the following:

City of Springfield	51%	\$5,719.49
County of Hampden	31%	3,476.57
Town of West Springfield	12%	1,345.76
City of Holyoke	3%	336.44
City of Westfield	2%	224.29
Town of Agawam	1%	112.14
		<u>\$11,214.69</u>

W. H. Ensign)
George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden

Ordered that Fred A. Bearse, County Treas. be authorized to pay \$11,214.69 received as rentals from the Springfield St. Ry. Co. under contract with County of Hampden with reference to Memorial Bridge

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, Jan. 5, 1925.

ORDERED: That Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay the balance in his hands as Treasurer on the Hampden County Memorial Bridge Account in the total sum of FIVE THOUSAND TWO HUNDRED THIRTY-EIGHT DOLLARS AND THIRTY-NINE CENTS (\$5,238.39) distributed as follows:

City of Springfield	51%	\$2,671.57
County of Hampden	31%	1,623.91
Town of West Springfield	12%	628.61
City of Holyoke	3%	157.16
City of Westfield	2%	104.76
Town of Agawam	1%	52.38
		<u>\$5,238.39</u>

W. H. Ensign)
George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden

Ordered that Fred A. Bearse, County Treas. be authorized to pay balance in his hands as Treas. on Hampden County Memorial Bridge account in the total sum of \$5,238.39

COUNTY COMMISSIONERS' MEETING

January 5, 1925.

VOTED, that the salary of Ada M. Glynn, Telephone Operator in the Court House, Springfield, be \$100.00 per month, commencing January 1, 1925.

George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden.

Voted that the salary of Ada M. Glynn Telephone Operator in Court House be \$100. per month commencing January 1, 1925.

George S. Cook
chosen chairman

January 8, 1925.

George S. Cook, Esquire, of Springfield, chosen
by ballot, Chairman for ensuing year.

Appointment of
Henry W. Ely

COUNTY COMMISSIONERS' MEETING

January 12, 1925

VOTED, this day, to appoint Henry W. Ely of Westfield, Hampden
County, Massachusetts, as attorney for the Hampden County Commissioners
for the year 1925, and he is hereby appointed.

George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden

This vote was not unanimous.

County Estimate

January 15, 1925

County Estimate

Apportionment of
expenses of main-
tenance of Hampshire
County Sanatorium

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Jan. 28, 1925.

ORDERED that the expenses of maintenance of Hampshire County
Sanatorium under the provisions of a contract between the County of
Hampden and County of Hampshire and under the provisions of General
Laws, Chapter 111, Section 85, as amended, be apportioned upon the
following town and one city in the County of Hampden and in the amounts
as set forth, to wit:-

Agawam	\$893.00
Blandford	145.79
Brimfield	173.13
Chester	200.46
East Longmeadow	346.26
Granville	118.45
Hampden	91.12
Holland	27.33
Longmeadow	838.32
Ludlow	1,412.59
Monson	437.38
Montgomery	36.44
Palmer	1,740.64
Russell	510.28
Southwick	236.91
Tolland	54.67
Wales	72.89
West Springfield	3,308.09
Westfield	3,134.96
Wilbraham	428.27

Total.....\$14,206.98

Said amounts so apportioned on said towns and one city to be
paid to the County Treasurer on or before March 1, 1925.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) for the
County of Hampden.

Annual Report

February 9, 1925.

Annual Report filed.

All votes and decisions of the County Commissioners during
the calendar year 1924 were unanimous.

December Meeting 1924

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At meeting of the County Commissioners of the County of Hampden, holden at Springfield within and for said County. on the eleventh day of February. A. D. 1925.

VOTED; After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of Harold Butterworth to be at liberty upon the following condition, that he conform to the school regulations of the City of Pittsfield, that the boy's parents shall within ten (10) days bring his clothes and take him.

Robert O. Morris, Clerk.

Released from
Training School,
on parole,-

Harold Butterworth

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield. within and for said County, on the eighteenth day of February, A. D. 1925.

VOTED; After due notice and hearing, it is ordered and adjudged by said Commissioners that it will be for the best interest of John Czerwonka to be at liberty upon the following condition, that he conform to the school regulations of the City of Holyoke.

Robert O. Morris, Clerk.

Released from
Training School,
on parole,

John Czerwonka

COUNTY COMMISSIONERS' MEETING

March 4, 1925.

VOTED: to authorize Fred A. Bearse, County Treasurer, to purchase TEN THOUSAND DOLLARS (\$10,000.) Principal, at par and accrued interest, of the Public Service Company of Northern Illinois 5-1/2's "A" due June 1, 1962, from the War Chest Fund of the County of Hampden, Massachusetts, War Chest Fund Account.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
) of the County
) of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

March 4, 1925.

VOTED: to authorize Fred A. Bearse, County Treasurer, to purchase TEN THOUSAND DOLLARS (\$10,000.) Principal, at ninety-eight and three quarters and accrued interest, of the Puget Sound Power & Light Company First & Refunding gold 5-1/2s due June 1, 1949, from the War Chest Fund of the County of Hampden, same to be registered County of Hampden, Massachusetts, War Chest Fund Account.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
) County of Hampden.

Vote

Order

COUNTY COMMISSIONERS' MEETING

March 4, 1925.

ORDERED: That under authority of and in compliance with Section 37, Chapter 35 of the General Laws and Acts amendatory thereof and in addition thereto, the Commissioners may borrow from time to time an amount not exceeding FIVE HUNDRED THOUSAND (\$500,000.) Dollars in anticipation of, and to be repaid from, the County Tax of the current year, and to issue therefor negotiable notes of the County, with or without interest, signed by the Treasurer, countersigned and approved by at least a majority of the County Commissioners, and expressly made payable from the taxes of the current year. Said notes shall bear the certificate of the Old Colony Trust Company, Boston, Mass. If without interest, they shall be sold at such discount as the Commissioners may deem proper, otherwise they shall bear such rate of interest as the County Treasurer with the approval of the County Commissioners may fix, but shall not be sold at less than par. Said notes may be sold at public or private sale as the Treasurer may determine. Other particulars as to the form, issuance and sale shall be determined by the Treasurer, subject to the approval of the County Commissioners.

George S. Cook)
 Daniel O'Neil) County
 John Hall) Commissioners
) of the County
) of Hampden.

COUNTY COMMISSIONERS' MEETING

March 4, 1925.

ORDERED, that the parole from the Hampden County Training School of Harold Butterworth issued on February 11, 1925 is hereby revoked because the conditions in the parole have been violated.

George S. Cook)
 Daniel O'Neil) County
 John Hall) Commissioners
) of the County
) of Hampden.

COUNTY COMMISSIONERS' MEETING

March 11, 1925.

At a regular meeting of the County Commissioners held this day:

It was VOTED to award County of Hampden Notes, Nos. 188 to 199 inclusive, dated March 11, 1925 payable November 6, 1925 for \$200,000., TWO HUNDRED THOUSAND DOLLARS to Salomon Brothers & Hutzler of Boston, Massachusetts at the rate of 3.25 % discount plus \$2.00

George S. Cook)
 Daniel O'Neil) County
 John Hall) Commissioners
) for the County
) of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

March 11, 1925.

Vote

VOTED: that the County Commissioners of the County of Hampden purchase the Glenn Farm situated in Agawam, adjacent to the Hampden County Training School, for the sum and price of FOUR THOUSAND DOLLARS (\$4,000.).

George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden.

This vote was not unanimous.

COUNTY COMMISSIONERS' MEETING

Hampden, ss. County Commissioners' Meeting March 11, 1925.

Vote

VOTED; that the County Commissioners of the County of Hampden hereby accept the provisions of an Act entitled "Authorizing the County Commissioners of the County of Hampden to purchase Additional Land in the Town of Agawam adjacent to the Hampden County Training School for the Uses and Purposes of said School," as required by and in accordance with Section 2 of Chapter 10 of the Acts of 1925.

George S. Cook) County Commissioners
Daniel O'Neil) of the
County of Hampden

This vote was not unanimous.

COUNTY COMMISSIONERS' MEETING

April 1, 1925.

Vote

VOTED; that the County Commissioners thoroughly examine every reservoir, reservoir dam and mill dam in the County by the breaking of which loss of life or damage to a road or bridge is likely to be caused, all as required by Section 2 of Chapter 253 of the General Laws, that the Commissioners appoint and employ as their Engineer for such purpose, Mr. James L. Tighe of Holyoke, Massachusetts

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

April 1, 1925.

Vote

VOTED: to re-appoint MR. HORACE A. MOSES, of Russell, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office - March 31, 1925 to March 31, 1928.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
of the County
of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

April 1, 1925.

VOTED; to re-appoint MR. F. A. UPHAM, of Three Rivers, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office - March 31, 1925 to March 31, 1928.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

April 1, 1925.

VOTED: to re-appoint MRS. W. G. DWIGHT, of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office - March 31, 1925 to March 31, 1928.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

April 1, 1925.

VOTED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay to John H. Glenn, Alice Ryan both of Agawam, Massachusetts, and Mary G. Halladay of Suffield, State of Connecticut, the sum of FOUR THOUSAND DOLLARS (\$4,000.) in full payment for certain real estate situated in said Agawam, adjoining the Training School of the County, and all as heretofore agreed with the owners and as authorized by an Act of the Legislature for the year 1925.

George S. Cook)
Daniel O'Neil) County Commissioners
County of Hampden

This vote was not unanimous.
Chapter 10- Acts 1925.

Order to arrest
holder of permit
to be at liberty-

Arthur Deroche

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 8, 1925.

Whereas, it has been made to appear to said Commissioners that Arthur Deroche of Ludlow in said County, was sentenced to the House of Correction in said County, on the 11th day of August, 1924, by the Trial Justice of Ludlow for said County, and whereas it further appears that a written permit to be at liberty was issued to the said Arthur Deroche on the 24th day of November, 1924, by said Commissioners, and it further appears that said Arthur Deroche has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
County of Hampden

COUNTY COMMISSIONERS' MEETING

April 8, 1925

Vote

The County Commissioners believing it for the best interest of the County of Hampden to repair the roof and sky-lights of the Hall of Records by day work, do this day VOTE to employ John McCleary and Sons, Rfng. Contrs. of Springfield, Mass., to make the necessary repairs upon this roof, the same to be performed by day work.

George S. Cook) County
Daniel O'Neil) Commissioners
John Hall) of the County
of Hampden.

DEER DAMAGE CASES FOR THE MONTHS OF DECEMBER, 1924, JANUARY
1925 and MARCH 1925.

Claim for Damages
done by deer

		<u>Amount</u>	<u>Fees and Travel</u>
December 4, 1924	R. D. Beman, Westfield	\$175.00	\$4.80
January 21, 1925	Herbert Myrick, Wilbraham	153.50	4.20
March 25, 1925	Karl Hansen, Granville	35.00	5.60

The sum of Six Hundred Twenty-nine Dollars and Seventy Cents (\$629.70) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done
by dogs.

Sundry accounts being presented, are allowed and the same amounting to the sum of One Hundred Twenty-one Thousand One Hundred Forty-seven Dollars and Fifty-four cents, (\$121,147.54) are ordered to be paid from the County Treasury.

Sundry Accounts
\$121,147.54

Case Dismissed

At a meeting of the County Commissioners holden on the sixth day of June, nineteen hundred and twenty-five, the following petition was dismissed:

No. 17 Lyman C. Clark et als., Petrs. for location of a new highway along easterly side of Farmington River from State line to Upper Fargo Bridge, so-called, in Tolland.

Case Dismissed without Prejudice

At a meeting of the County Commissioners holden on the tenth day of June, nineteen hundred and twenty-five, the following petition was dismissed without prejudice:

No. 21 Selectmen of the Town of Brimfield, Petrs. for specific repairs on Warren Road, about one mile north of the village, an existing highway in said town which lies between Brimfield and Warren and that the County Contribute a sum not to exceed \$1,000.

Dept. of Public Works, Division of Highways, Petrs. for alteration Crossing (Bridge No. 103.72) Westfield Road, West Springfield, Mass.

22

Plans Book 7
Pages 86 & 87

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY
OF HAMPDEN:

Acting under G. L., C. 159, Sec. 59, as amended by St. 1923, c. 351, Sec. 1, the Division of Highways of the Department of Public Works of the Commonwealth of Massachusetts respectfully represents that a public way in the town of West Springfield, in the County of Hampden and said Commonwealth, known as Westfield Road, crosses the tracks of the Boston & Albany Railroad Company by an overhead bridge, known as Boston & Albany bridge No. 103.72; that said bridge and its approaches are in the direct continuation of a State highway; that the Springfield Street Railway Company has tracks on said way; that the said Division of Highways deems it necessary for the security and convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way or in the bridge at said crossing.

Wherefore, the said Division prays that this honorable board, after public notice, will hear all parties interested, and if they decide that such alteration is necessary will prescribe the manner and limits within which it shall be made.

COMMONWEALTH OF MASSACHUSETTS,

Department of Public Works, Division of Highways,

By William F. Williams
James W. Synan
F. E. Lyman

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the twenty-third day of January, 1925, and due proceedings having been had thereon, on the seventeenth day of June, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting June 10, 1925.

On the petition of the Commonwealth of Massachusetts, Department of Public Works, Division of Highways praying for a highway to be altered, which does not involve the abolition of a crossing at grade over the Boston and Albany Railroad in West Springfield, at Boston and Albany Bridge #103.72.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the petitioners being represented by their Chief Engineer, Mr. A. W. Dean, the Town of West Springfield by its attorney, Mr. Edward A. McClintock, and the Springfield Street Railway Company by its General Manager, Mr. Herbert M. Flanders, the said County Commissioners did, on the 4th day of March, A. D. 1925, view said highway, and hear all parties interested, and did adjudge that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade, and the approaches thereto, and that a new bridge should be built with connecting approaches, thereupon it is ordered that said crossing be altered and rebuilt in the manner and within the limits herein described and substantially in accordance with plans filed herewith and to the satisfaction of the County Commissioners;

1 - The present superstructure consisting of longitudinal I beams supporting a timber flooring is to remain in its present position until the new bridge in its new location is built and ready for travel when it shall be entirely removed.

2 - A new bridge shall be erected and the new superstructure shall consist of two longitudinal girders with the bottom flanges entirely incased in concrete. The two girders to be connected by transverse floor beams encased in concrete which support the roadway and the reinforced concrete floor slab. The superstructure to rest upon two new concrete abutments and span three tracks of the Boston and Albany Railroad.

3 - The center line of the new structure is to be skewed at an angle of 40 degrees and 6 minutes with the center line of the Boston and Albany Railroad tracks.

The clear distance at right angles to and between the abutments is to be 46 feet at the elevation of the top of the Boston and Albany rail.

The clear height from top of rails of the railroad to the under side of the bridge is to be not less than 18 feet.

The clear width of roadway between wheel guards and sidewalk is to be 36 feet 4 inches with a sidewalk about 5 feet wide.

The floor of the bridge is to have a vertical curve extending from one end of the bridge to the other and a 2 inch asphalt surface.

4 - Roadway approaches are to be relocated to conform with new locations and surfaced with bituminous macadam.

5 - The grades on the approaches shall not exceed 6 per cent and shall be joined by suitable curves over the proposed bridge and at the connections with the present road.

6 - Roadway of entering road westerly of present bridge is to join new westerly approach.

7 - The bridge is to be designed in accordance with specifications of the American Railway Engineering Association to carry, in addition to its own weight and weight of filling and surfacing, the following live loads:

On roadway, four lines of traffic consisting of three lines of 20-ton trucks and one line of 5-ton street cars; seventy-five per cent (75%) of the total load being used with an allowance of 50% impact for trucks and 25% impact for street railway cars. The trucks to have 4 tons on the front axles and 16 tons on the rear axles; the axles being 14 feet center to center and space 10 feet wide by 32 feet long, overhanging all wheels an equal amount.

The street railway cars to have double trucks and have a total wheel base of 25 feet and a wheel base for each truck of 5 feet.

The length of each car shall be taken as 40 feet.

The load on each axle shall be taken as 12.5 tons.

8 - The abutments, wing walls and reinforced concrete in the superstructure is to be designed according to the specifications of the Joint Committee of Engineering Societies.

The bridge shall also meet the requirements of the Department of Public Utilities of the Commonwealth of Massachusetts.

9 - The work to be done substantially in accordance with plan entitled: "The Commonwealth of Massachusetts Plan of Proposed Bridge Relocation West Springfield Station 54+13.62 over B. & A. R. R. known as B. & A. Bridge 103.72 Scale: 1"=20' Office of Department of Public Works Division of Highways State House - Boston, Mass. April 30, 1925 G. E. Harkness Bridge Engineer, A. W. Dean Chief Engineer."

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, the Commissioners on this 10th day of June 1925, after due notice having been given as required by law, proceeded to layout and relocate said way, and the same is hereby laid out and relocated by them in the manner hereinafter described:

The base line for the entire layout begins at a point on the base line of the State highway as laid out by the Massachusetts Highway Commission May 1, 1906, said point being shown on plan as station 48+34.33 and extends thence south 38° 04' 15" east for the distance of 43.25 feet, thence by a curve to the left of 1000.00 feet radius for the distance of 438.08 feet, thence south 63° 10' 15" east for the distance of 153.95; thence by a curve to the left of 1000.00 feet radius for the distance of 350.20 feet; thence south 83° 14' 10" east for the distance of 130.62 feet to a point at the end of the layout on the base line of the State highway as laid out by the Massachusetts

Highway Commission October 5, 1905, said point being shown on plan as station 59+50.43, and said station being identical with station 60+35.00 of the base line of the aforesaid 1905 layout.

Section No. 1

Section No. 1 consists of the portion of the layout lying to the west of the Boston and Albany Railroad and is more fully described as follows:

The north-easterly location line begins at a point on the north-easterly location line of the aforesaid 1906 state highway layout, said point bearing north $51^{\circ} 55' 45''$ east and being 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 48+34.33, and extends thence south-easterly by a curve to the left of 1010.43 feet radius for the distance of 442.65 feet to a point at the end of the section on the south-westerly location line of the Boston and Albany Railroad, said point bearing north $23^{\circ} 04' 15''$ west and being 62.10 feet distant from station 53+39.03 of the base line as above described.

The southwesterly location line is identical with the north-easterly location line of the aforesaid 1905 and 1906 State highway layouts, and begins at a point marking the beginning of the above-described northeasterly location line, said point bearing north $51^{\circ} 55' 45''$ east and being 25 feet distant from the point of beginning of the above-described base line shown on plan as station 48+34.33; and extends thence south $38^{\circ} 04' 15''$ east for the distance of 574.87 feet, thence south $62^{\circ} 57' 30''$ east for the distance of 74.40 feet, thence north $78^{\circ} 11' 00''$ east for the distance of 6.73 feet to a point at the end of the section on the south-westerly location line of the Boston and Albany Railroad, said point bearing south $23^{\circ} 04' 15''$ east and being 152.26 feet distant from station 53+39.03 of the base line as above described.

The easterly end of the section is defined by that portion of the southwesterly location line of the Boston and Albany Railroad 224.36 feet in length, extending between the points of ending of the above-described northeasterly and southwesterly location lines.

Section No. 2.

Section No. 2 consists of the portion of the layout lying to the east of the Boston and Albany Railroad and is more fully described as follows:

The northeasterly location line begins at a point on the north-easterly location line of the Boston and Albany Railroad, said point bearing north $23^{\circ} 04' 15''$ west and being 62.10 feet distant from station 54+67.11 of the above-described base line, and extends thence south $63^{\circ} 10' 15''$ east for the distance of 73.56 feet to a point bearing north $57^{\circ} 19' 20''$ east and 46.42 feet distant from station 54+69.61, thence by a curve to the left of 1073.97 feet radius for the distance of 376.11 feet to a point bearing north $6^{\circ} 45' 50''$ east and 25.00 feet distant from station 58+81.04, thence south $83^{\circ} 14' 10''$ east for the distance of 69.08 feet to a point at the end of the section and layout, on the northerly location line of the aforesaid 1905 State highway

layout, said point bearing north $6^{\circ}02'55''$ east and being 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 59+50.43.

The southerly location line is identical with the northerly location line of the aforesaid 1905 State highway layout and begins at a point on the north-easterly location line of the Boston and Albany Railroad, said point bearing south $23^{\circ}04'15''$ east and being 80.64 feet distant from station 54+67.11 of the base line, and extends thence north $78^{\circ}11'00''$ east for the distance of 76.35 feet; thence south $84^{\circ}40'00''$ east for the distance of 363.38 feet to a point at the end of the section and layout, identical with the point of ending of the above-described north-easterly location line bearing north $6^{\circ}02'55''$ east and being 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 59+50.43.

The westerly end of the section is defined by that portion of the north-easterly location line of the Boston and Albany Railroad, 142.74 feet in length, extending between the points of beginning of the above-described north-easterly and southerly location lines.

For the purpose of this layout and relocation, the following land is hereby taken and the following sums are awarded as damages therefor: Land being taken by right of Eminent Domain under Ch. 79 of the G. L.

Parcel No. 1. From EDWARD T. DAVIS. A parcel of land on the northeasterly side of Westfield Street, so-called, between stations 48+34.33 and 54+23⁺ of the base line of location of the 1925 County Layout, described as follows: Beginning at the junction of the north-easterly location line of the 1906 State highway layout with the north-easterly location line of the said 1925 County layout, said junction being shown on plan as bearing north $51^{\circ}55'45''$ east and being 25.00 feet distant from sta. 48+34.33 of the base line of the said county layout; thence southeasterly by said county location line for 442.65 feet to the dividing line between the property of the Boston and Albany Railroad and that of the said Edward T. Davis; thence southeasterly by said dividing line for about 172 feet to its junction with the dividing line between the property of the Springfield Street Ry. Co. and that of the said Edward T. Davis; thence returning westerly and northwesterly, in part by said dividing line, and in part by the front property line as defined by the northeasterly location line of the 1906 State highway layout for about 618 ft. to the point of beginning, containing about 23,860 square feet.

And the said EDWARD T. DAVIS is awarded the sum of ONE DOLLAR (\$1.00).

Parcel No. 2. From the SPRINGFIELD STREET RAILWAY CO. A parcel of land on the northeasterly side of Westfield Street, so-called, between stations 51+02⁺ and 54+63⁺ of the base line of location of the 1925 County layout, described as follows: Beginning at the junction of the dividing line between the property of Edward T. Davis and the said Springfield Street Railway Co. with the front property line as defined by the northeasterly location line of the 1905 State highway

layout, said junction being about opposite and about 2 feet distant southwesterly from sta. 51+02 of the base line of the 1925 County layout; thence southeasterly and easterly by said dividing line for about 350 feet to its junction with the dividing line between the property of the Boston and Albany Railroad and that of the said Springfield Street Railway Co.; thence southeasterly by said dividing line for about 52 feet to its junction with the front property line as defined by the northeasterly location line of the 1905 State highway layout; thence returning westerly and northwesterly by said front property line for about 390 ft. to the point of beginning, containing about 2730 square feet.

And the said SPRINGFIELD STREET RAILWAY CO. is awarded the sum of ONE DOLLAR(\$1.00).

Parcel No. 3. From GEORGE W. AND ADA M. KERR. A parcel of land on the northeasterly side of the Boston & Albany Railroad, between stations 54+20± and 55+09± of the base line of location of the 1925 County layout, described as follows: Beginning at the junction of the northeasterly location line of the 1925 County layout with the dividing line between the properties of the Boston and Albany R. R. and the said George W. and Ada M. Kerr, said junction being shown on plan as bearing north 23°04'15" west and 62.10 feet distant from sta. 54+67.11 of the base line of location; thence southeasterly by said County location line for about 74 feet to its intersection with the dividing line between the properties of Timothy W. Morrissey and the said George W. and Ada M. Kerr; thence southerly by said dividing line for about 72 feet to its junction with the dividing line between the properties of the Springfield Street Railway Company and the said George W. and Ada M. Kerr; thence westerly by said dividing line; thence northwesterly by said dividing line for about 111 feet to the point of beginning, containing about 2780 sq. ft.

And the said GEORGE W. AND ADA M. KERR are awarded the sum of ONE DOLLAR(\$1.00).

Parcel No. 4. From THE SPRINGFIELD STREET RAILWAY COMPANY. A parcel of land on the northerly side of Westfield Street, so-called, between stations 55+03± and 55+88± of the base line of location of the 1925 County layout described as follows: Beginning at the junction of the dividing line between the properties of George W. and Ada M. Kerr and the said Springfield Street Railway Co. with the northeasterly location line of the Boston and Albany Railroad, said junction being about opposite and about 32 feet distant from sta. 55+03 of the base line of location; thence easterly by said dividing line and by the dividing line between the properties of Timothy W. Morrissey and the said Springfield Street Railway Company, for a total distance of about 88 feet to its junction with the front property line as defined by the northerly location line of the 1905 State highway layout; thence returning westerly by said front property line for about 76 feet to its intersection with the above-mentioned northeasterly location line of the Boston and Albany Railroad; thence northwesterly by said

location line for about 32 feet to the point of beginning, containing about 1230 square feet.

And the said SPRINGFIELD STREET RAILWAY COMPANY is awarded the sum of ONE DOLLAR (\$1.00).

Parcel No. 5. From TIMOTHY W. MORRISSEY. A parcel of land on the northerly side of Westfield Street, so-called, between stations 54+93± and 57+13± of the base line of location of the 1925 County layout described as follows: Beginning at the intersection of the northeasterly location line of the said 1925 County layout with the dividing line between the property of George W. and Ada M. Kerr and that of the said Timothy W. Morrissey, said intersection being about opposite and about 40 feet distant from sta. 54+93 of the base line; thence easterly by said location line for about 210 feet to its intersection with the westerly side of Locust Street, so-called; thence southerly by said side of street for about 16 ft. to its junction with the front property line as defined in part by a fence; thence returning westerly by said front property line and by the dividing line between the property of the Springfield Street Railway Co. and that of the said Timothy W. Morrissey for about 209 ft. to its junction with the first mentioned dividing line; thence northerly by said dividing line for about 72 feet to the point of beginning, containing about 8,900 square feet.

And the said TIMOTHY W. MORRISSEY is awarded the sum of ONE DOLLAR (\$1.00).

Parcel No. 6. From GEORGE W. AND ADA M. KERR. A parcel of land on the northerly side of Westfield Street, so-called, between stations 57+46± of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the easterly side of Locust Street, so-called, and the northeasterly location line of the 1925 County layout, said intersection being about opposite and about 30 feet distant from sta. 57+46± of the base line of location; thence extending easterly by said location line for about 125 feet to its intersection with the front property line as defined by a wire fence; thence returning westerly by said front property line for about 125 feet to its junction with the above mentioned easterly side of Locust Street; thence northerly by said side of Locust Street for about 11 feet to the point of beginning, containing about 550 square feet.

And the said GEORGE W. AND ADA M. KERR are awarded the sum of ONE DOLLAR (\$1.00).

And the owners of the land, over which said highway is thus laid out, are allowed until the thirtieth day of June, 1925, to remove therefrom their buildings, wood, timber or trees.

No person made claim for damages. Damages are awarded as follows:

Edward T. Davis.....	\$1.00
Springfield Street Railway Co....	1.00
George W. and Ada M. Kerr.....	1.00
Springfield Street Railway Co.....	1.00
Timothy W. Morrissey.....	1.00
George W. and Ada M. Kerr.....	1.00

All damages awarded or recovered and the cost of said work complete including the cost of rebuilding the highway and the bridge structure to be paid in the first instance by the Commonwealth.

The said highway including the bridge structure to be constructed by the Commonwealth.

The County of Hampden shall reimburse the Commonwealth the amount of 30% of the total expenditure of the Commonwealth in the matter of said change and improvement.

The Town of West Springfield shall reimburse the Commonwealth the amount of 5% of the total expenditure of the Commonwealth in the matter of said change and improvement.

George S. Cook)	
Daniel O'Neil	)	County Commissioners
Charles W. Bray	)	of the County of
		Hampden
		Assoc. Comm.

COUNTY COMMISSIONERS' MEETING

April 22, 1925

Order

In the matter of the petition of the Inhabitants of the Town of Chester praying for a highway to be laid out, relocated and altered in said Chester, it having been made to appear that the County Commissioners of Hampden County awarded to the Town of Chester the sum of \$1.00 for land taken and other damages, and it appearing that by said decree that one-half of said sum awarded to said Town of Chester is to be paid by the County of Hampden, now therefore, it is ORDERED that the sum of \$.50 be paid to said Town of Chester from County Treasury.

George S. Cook	)	County Commissioners
John Hall	)	of the
		County of Hampden.

COUNTY COMMISSIONERS' MEETING

April 22, 1925

Order

In the matter of the petition of the Inhabitants of the Town of Chester praying for a highway to be laid out, relocated and altered in said Chester, it having been made to appear that the County Commissioners of Hampden County awarded to B. E. Pease the sum of \$800. for land taken and other damages, and other damages, and it appearing that by said decree that one-half of said sum awarded to said B. E. Pease is to be paid by the County of Hampden, now therefore, it is ORDERED that the sum of \$400.00 be paid to said B. E. Pease from the County Treasury.

George S. Cook	)	County Commissioners
John Hall	)	of Hampden County

OrderCOUNTY COMMISSIONERS' MEETING

April 22, 1925.

In the matter of the petition of the Inhabitants of the Town of Chester praying for a highway to be laid out, relocated and altered in said Chester, it having been made to appear that the County Commissioners of Hampden County awarded to ANTONIO CASSELLA the sum of \$800. for land taken and other damages, and it appearing that by said decree that one-half of said sum awarded to said ANTONIO CASSELLA is to be paid by the County of Hampden, now therefore, it is ORDERED that the sum of \$400. be paid to said ANTONIO CASSELLA from the County Treasury.

George S. Cook) County Commissioners
John Hall) of the
County of Hampden

OrderCOUNTY COMMISSIONERS' MEETING

April 22, 1925.

In the matter of the petition of the Inhabitants of the Town of Chester praying for a highway to be laid out, relocated and altered in said Chester, it having been made to appear that the County Commissioners of Hampden County awarded to the Estate of Mary Dinan and the heirs of said Mary Dinan, - Mary McGowan, Katherine Dinan and Michael Dinan the sum of \$800. for land taken and other damages, and it appearing that by said decree that one-half of said sum awarded to said Estate of Mary Dinan and the heirs is to be paid by the County of Hampden, now therefore, it is ORDERED that the sum of \$400. be paid to said estate of Mary Dinan and the heirs from the County Treasury.

George S. Cook) County
John Hall) Commissioners of
the County of
Hampden.

VoteCOUNTY COMMISSIONERS' MEETING

April 22, 1925.

VOTED, to authorize Fred A. Bearse, County Treasurer, to pay SIX DOLLARS (\$6.00) for expenses in connection with the registering of Public Service Company of Northern Illinois 5-1/2's "A" due June 1, 1962. from the War Chest Fund of the County of Hampden.

George S. Cook) County Commissioners
John Hall) of the
County of Hampden.

April Meeting 1925

COUNTY COMMISSIONERS' MEETING

April 29, 1925

VOTED: That Fred A. Bearse, County Treasurer, be authorized and directed to pay to the Treasurer of the Trustees for County Aid to Agriculture of Hampden County, Massachusetts, the following sums on the following dates:

May 15, 1925	\$7,500.
July 15, 1925	7,500.
September 15, 1925	7,500.
November 15, 1925	7,500.

a total of Thirty Thousand Dollars (\$30,000.) being the County's appropriation for the year 1925.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) for the
County of Hampden.

Vote

COUNTY COMMISSIONERS' MEETING

April 29, 1925.

ORDERED: that Fred A. Bearse, County Treasurer, be authorized and he is hereby directed to pay to the County of Hampshire for the County of Hampden's share of expense of maintenance of Mt. Tom Reservation Commission the sum of TEN THOUSAND THREE HUNDRED EIGHTY-FOUR DOLLARS AND SIXTEEN CENTS (\$10,384.16), payment to be made as follows:

\$5,000. on or before May 1, 1925

5,384.16 on or before November 6, 1925

under Chapter 264 of the Acts of 1903.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
of the County
of Hampden.

Order

COUNTY COMMISSIONERS' MEETING

April 29, 1925.

VOTED, to increase salary of Lewis E. Towne, Shop Officer at the Jail.

VOTED, to increase salary of Harold Fisher, Janitor at the Registry of Deeds.

VOTED, to increase salary of H. A. Zeigler, Turnkey at the Jail.

VOTED, to increase salary of Miss Elizabeth A. Mahoney, Matron of the Jail.

Votes to
increase
salaries.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting May 6, 1925.

At a meeting of the County Commissioners of the County of Hampden held this day, it was

VOTED

to accept the provisions of Chapter 22 of the Acts of 1925 as follows:

AN ACT AUTHORIZING THE COUNTY OF HAMPDEN TO PAY A CERTAIN SUM OF MONEY TO LYDIA M. TANNER FOR SERVICES AS ACTING REGISTER OF DEEDS.

Be it enacted, etc., as follows:

Vote

SECTION 1. For the purpose of discharging a moral obligation of the county of Hampden, the county commissioners of said county pay pay to Lydia M. Tanner, who, from the decease of the register of deeds for said county on May sixteenth, nineteen hundred and twenty-three until December nineteenth in said year, performed the duties of the office of register of deeds, the sum of eleven hundred and ninety-five dollars and ninety-nine cents, being the difference in the salary established by law for said register and that received by her as assistant register during the period between said dates. The said sum shall be in addition to any other sums payable to her by said county.

SECTION 2. This act shall take effect upon its acceptance, prior to December thirty-first in the current year, by the county commissioners of said county. Approved February 16, 1925.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Votes to
increase
salaries

COUNTY COMMISSIONERS' MEETING

May 6, 1925.

VOTED, to increase salaries of Ethel Curtis, Leah Foster, Hilda Kuhn, and Dorothy Browning.

VOTED, to increase salaries of Helen Z. Greeley, Frances E. Greene, Martha V. Reed, Ruth I. Gray and Alice E. V. Neilson.

VOTED, to increase salary of Miss Carrie L. Hyde.

Vote

COUNTY COMMISSIONERS' MEETING

May 6, 1925.

VOTED, the election of F. M. West as Treasurer for County Aid to Agriculture, County of Hampden, and the continuation of his bond of \$10,000. with Aetna Surety Company, are hereby approved according to Chapter 128, Section 40 of the General Laws.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Order

COUNTY COMMISSIONERS' MEETING

May 6, 1925.

ORDERED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay the sum of SIXTEEN THOUSAND SIX HUNDRED NINETY-FOUR DOLLARS AND TWENTY-SIX CENTS (\$16,694.26) to Hampshire County on the Tuberculosis Hospital Account; whereas the total assessments from one city and nineteen towns did not equal this amount, we hereby authorize the use of TWO THOUSAND FOUR HUNDRED SEVENTY-EIGHT DOLLARS AND THIRTY-FOUR CENTS (\$2,478.34) of the General Funds of the County of Hampden, said amount to be refunded after the next annual assessment for 1926.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

April Meeting 1925

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting May 13, 1925.

Order to arrest
holder of permit
to be at liberty,

Wm. F. Connors

WHEREAS, it has been made to appear to said Commissioners that William F. Connors of Holyoke in said County, was sentenced to the House of Correction in said County on the 24th day of December, 1924 by the Superior Court for said County and whereas it further appears that a written permit to be at liberty was issued to the said William F. Connors on the 30th day of April, 1925, by said Commissioners, and it further appear that said William F. Connors has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners
for the County
of Hampden.

Apportionment of County Tax

Agawam	\$10199.99
Blandford	1470.27
Brimfield	1837.83
Chester	2205.40
Chicopee	80864.88
East Longmeadow	3859.45
Granville	1102.70
Hampden	918.91
Holland	275.67
Holyoke	172756.79
Longmeadow	9189.18
Ludlow	13140.54
Monson	5329.72
Montgomery	367.56
Palmer	21135.13
Russell	6799.99
Southwick	2756.75
Springfield	356356.82
Tolland	551.35
Wales	735.13
West Springfield	36664.87
Westfield	31702.70
Wilbraham	4778.37
	<u>\$765000.00</u>

Apportionment of
County Tax

Warrants issued May 13, 1925.

To be paid on or before November 1, 1925.

Order to arrest
holder of parole,-
Frank Miniechillo

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. County Commissioners' Meeting May 16, 1925.

WHEREAS, it appears to the satisfaction of said County Commissioners that Frank Minichiello of Springfield, in said County, a child committed to the Hampden County Training School, by the Police Court of the City of Springfield, has violated the conditions of his parole issued to him by said Commissioners on the 11th day of July, 1923:-

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Training School.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Order to arrest
holder of permit
to be at liberty,-
Walter Malachuski

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. County Commissioners' Meeting May 27, 1925.

WHEREAS, it appears to said Commissioners that Walter Malachuski of Springfield in said County, was sentenced to the House of Correction in said County, on the 15th day of February, 1924 by the District Court of Springfield in said County and whereas it further appears that a written permit to be at liberty was issued to the said Walter Malachuski on the 5th day of March, 1924, by said Commissioners, and it further appears that said Walter Malachuski has been convicted of a crime punishable by imprisonment, it is now ordered by said commissioners that the said permit be revoked.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Order to arrest
holder of permit
to be at liberty-
Albert Kent

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss. County Commissioners' Meeting June 17, 1925.

WHEREAS, it has been made to appear to said Commissioners that Albert Kent of Springfield in said County, was sentenced to the House of Correction in said County, on the 4th day of January, 1924, by the District Court of Springfield for said County and whereas it further appears that a written permit to be at liberty was issued to the said Albert Kent on the 6th day of March 1924, by said Commissioners and it further appears that said Albert Kent has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

George S. Cook)
Daniel O'Neil) County
John Hall) Commissioners

April Meeting 1925

DEER DAMAGE CASES FOR THE MONTHS OF APRIL AND MAY 1925

Claim for damage
done by deer

		<u>Amount</u>	<u>Fees & Travel</u>
April 1, 1925	R. D. Beaman, Westfield	\$201.60	\$6.00
April 8, 1925	Edw. A. Jenson, Granville	110.00	3.80
May 4, 1925	Porter F. Frisbie, Granville	50.00	5.40
" " "	Joseph Welch, Granville	40.00	5.40

The sum of One Hundred Eighty-One dollars and Fifty Cents (\$181.50) is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Allowance for
damages done
by dogs.

Sundry accounts being presented, are allowed and the same amounting to the sum of Sixty-seven Thousand One Hundred Forty-eight Dollars and Forty-two cents (\$67,148.42) are ordered to be paid from the County Treasury.

Sundry Accounts
\$67,148.42



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Inhabitants of
Town of Tolland,
Petr. for layout,
relocation, altera-
tion and specific
repairs of Highway
beginning at Sand-
isfield line and
extending southerly
to State line.

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Plans in drawer
in plan case

PLAN BOOK # 16

PAGES # 1-6 2 HANS
9-14

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN COUNTY ss.

To the Honorable County Commissioners of Hampden County:

RESPECTFULLY REPRESENT the undersigned that they are inhabitants of the town of Tolland in said County; that common convenience and necessity require the layout, relocation, alteration, and specific repairs of a highway in the said town of Tolland, described as follows:

Beginning at the Sandisfield line at a point, at or near the present bridge site on the Farmington river, about one-half mile north of the Connecticut line, and extending southerly to said state line, along the general route of the Farmington River road so-called.

WHEREFORE your Petitioners pray that you will, after due notice, view, and hearing, as soon as may be, proceed to lay out, relocate, alter and specifically repair such highway, substantially in accordance with a plan herewith filed.

Dated this 17th day of April, 1925.

Lyman C. Clark

F. B. Deming

James R. Jackson

William H. Shea

Wilbert Munn.

The foregoing petition was entered at a meeting of the County Commissioners holden within and for the County of Hampden on the twenty-first day of April, nineteen hundred twenty-five, and due proceedings having been had thereon, on the thirtieth day of September, the County Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS.

Hampden, ss.

County Commissioners' Meeting, Sept. 30, 1925.

On the Petition of the Inhabitants of the Town of Tolland praying for a highway to be laid out, relocated, altered and specific repairs made in Tolland. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of June A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, relocate, alter and order specific repairs on said highway in the manner following:

The layout is located on the Farmington River road, so called, and begins at the dividing line between the town of Colebrook, Connecticut, and the town of Tolland, Massachusetts, extending thence in a general northerly direction, in part by the existing road and in part by a cut-off, or new location, for about 0.7 miles to the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the aforesaid Farmington River, being more fully described as follows:

The base line begins at a point on the dividing line between the town of Colebrook, Connecticut, and the town of Tolland, Massachusetts, said point being shown on plan as station 0, and extends thence north $26^{\circ}41'00''$ west for the distance of 371.88 feet, thence north $30^{\circ}48'00''$ west for the distance of 411.67 feet, thence north $28^{\circ}14'20''$ west for the distance of 337.53 feet, thence by a curve to the right of 1438.48 feet radius for the distance of 629.74 feet, thence north $3^{\circ}09'20''$ west for the distance of 369.28 feet, thence by a curve to the left of 750.51 feet radius for the distance of 139.79 feet, thence north $13^{\circ}49'40''$ west for the distance of 290.21 feet, thence by a curve to the right of 1199.53 feet radius for the distance of 298.45 feet, thence north $0^{\circ}25'40''$ east for the distance of 505.55 feet, thence by a curve to the left of 1224.49 feet radius for the distance of 229.32 feet, thence north $10^{\circ}18'10''$ west for the distance of 76.04 feet to a point at the end of the layout, approximately on the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the Farmington River, said point being shown on plan as station 36+59.46. Length of layout equalling 3659.46 feet.

The westerly location line begins at a point on the dividing line between the aforesaid towns of Colebrook and Tolland, said point bearing north $87^{\circ}41'00''$ west and being 28.58 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south $61^{\circ}15'30''$ west and 25.02 feet distant from station 3+71.88 of the base line, thence north $31^{\circ}29'47''$ west for the distance of 411.47 feet to a point bearing south $60^{\circ}28'50''$ west and 30.01 feet distant from station 7+83.55 of the base line thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south $61^{\circ}45'40''$ west and 30.00 feet distant from station 11+21.08 of the base line, thence by a curve to the right of 1723.81 feet radius for the distance of 490.44 feet to a point bearing south $80^{\circ}50'13''$ west and 42.00 feet distant from station 16+00 of the base line, thence south $80^{\circ}50'13''$ west for 50 feet more or less to a point in the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the Farmington River, thence following the middle of said river northerly for about 720 feet to a point bearing south $76^{\circ}10'20''$ west and 118 feet more or less from station 23+17.77 of the base line, thence north $76^{\circ}10'20''$ east for about 75 feet to a point bearing south $76^{\circ}10'20''$ west and 43.14 feet distant from the said station 23+17.77 of the base line, thence north $14^{\circ}17'10''$ west for the distance of 205.04 feet to a point bearing south $44^{\circ}48'25''$ west and 52.45 feet distant from station 25+50.10, thence by a curve to the right of 1075.00 feet radius for the distance of 276.07 feet to a point bearing south $30^{\circ}45'27''$ west and 69.31 feet distant from station 28+48.55, thence parallel to the base line as above described and 35.00 feet distant therefrom to a point at the end of the layout approximately on the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the Farmington River, said point bearing

south $40^{\circ}41'50''$ west and being 45.04 feet distant from the point of ending of the above-described base line shown on plan as station 36+59.46.

The easterly location line begins at a point on the dividing line between the aforesaid towns of Colebrook and Tolland, said point bearing south $87^{\circ}41'00''$ east and being 28.58 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing north $61^{\circ}15'30''$ east and 25.02 feet distant from station 3+71.88 of the base line, thence north $30^{\circ}06'16''$ west for the distance of 411.93 feet to a point bearing north $60^{\circ}28'50''$ east and 30.01 feet distant from station 7+83.55 of the base line, thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north $50^{\circ}19'55''$ east and 30.61 feet distant from station 11+21.08 of the base line, thence by a curve to the right of 1360.00 feet radius for the distance of 595.39 feet to a point bearing south $67^{\circ}57'31''$ east and 35.36 feet distant from station 17+50.82 of the base line, thence parallel to said base line and 32.00 feet distant therefrom to a point bearing north $86^{\circ}50'40''$ east and 32.00 feet distant from station 20+70.65, thence by a curve to the left of 1040.00 feet radius for the distance of 202.04 feet to a point bearing north $60^{\circ}58'34''$ east and 28.25 feet distant from station 22+59.89, thence north $14^{\circ}17'10''$ west for the distance of 256.07 feet to a point bearing south $57^{\circ}08'46''$ east and 36.75 feet distant from station 25+50.10 thence by a curve to the right of 1005.00 feet radius for the distance of 258.09 feet to a point bearing south $29^{\circ}54'07''$ east and 69.31 feet distant from station 28+48.55, thence parallel to the base line as above described and 35.00 feet distant therefrom to a point at the end of the layout approximately on the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the Farmington River, said point bearing north $40^{\circ}41'50''$ east and being 45.04 feet distant from the point of ending of the above-described base line shown on plan as station 36+59.46.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcels are indicated on plan on file in the Hampden County Registry of Deeds prepared as follows:

The Commonwealth of Massachusetts
Plan of Road
In the Town of
TOLLAND
Hampden County
Laid Out By The
County Commissioners

and are further described as follows:

Parcel 1. From MARY HALLOCK. A parcel of land on the northeasterly side of the Farmington River Road, so-called, in the town of Tolland, Massachusetts, and adjacent to the town line of Colebrook, Connecticut.

Said parcel is more fully described as follows: Beginning at the junction of the northeasterly location line of the 1925 County layout, with the dividing line between the States of Connecticut and Massachusetts, said junction being shown on the plan of said County layout as bearing south $87^{\circ}41'00''$ east and being 28.58 feet distant from station 0 of the base line of location; thence extending westerly by said State line for about 10 1/2 feet to its junction with a stone bound on the front property line and also on the dividing line between the properties of Charles G. Persons and the said Mary Hallock; thence easterly by said last mentioned dividing line for about 10 feet to its intersection with the aforesaid location line; thence returning southeasterly by said location line for about 3 feet to the point of beginning, containing about 15 square feet.

Parcel 2. From CHARLES G. PERSONS. A parcel of land on the northeasterly side of the Farmington River Road, so-called, between station 0+00 and station 1+17 $\frac{1}{2}$ of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the northeasterly location line of said layout with the dividing line between the properties of Mary Hallock and the said Charles G. Persons, as defined by a fence, said intersection being about 27 feet easterly from station 0+0 of the base line; thence extending westerly by said dividing line for about 10 feet to its junction with the front line of occupation, as defined by a fence; thence northwesterly by said front line of occupation for about 125 feet to its junction with the dividing line between the properties of Julius Verchot and the said Charles G. Persons, as defined by a fence; thence easterly by said dividing line for about 9 feet to its intersection with the aforesaid location line; thence returning southeasterly by said location line for about 125 feet to the point of beginning, containing about 1090 square feet.

Parcel 3. From CHARLES G. PERSONS. A parcel of land on the southwesterly side of the Farmington River Road, so-called, between station 0+12 $\frac{1}{2}$ and station 1+28 $\frac{1}{2}$ of the base line of location of the 1925 County layout, described as follows: Beginning at the junction of the southwesterly location line of said layout with the dividing line between the States of Connecticut and Massachusetts, said junction being shown on plan of said County layout as bearing north $87^{\circ}41'00''$ west and being 28.58 feet distant from station 0+0 of the base line of location; thence extending northwesterly by said location line for about 114 feet to its intersection with the dividing line between the properties of Julius Verchot and the said Charles G. Persons; thence easterly by said dividing line for about 6 feet to its junction with the assumed front property line; thence returning southeasterly by said front property line for about 114 feet to its junction with the aforesaid State line; thence westerly by said State line for about 3 feet to the point of beginning, containing about 445 square feet.

Parcel 4. From JULIUS VERCHOT. A parcel of land on the north-westerly side of the Farmington River Road, so-called, between station 1+14 \pm and station 21+75 \pm of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the northeasterly location line of said layout with the dividing line between the properties of Charles G. Persons and the said Julius Verchot, as defined by a fence, said intersection being about opposite and 25 feet distant from station 1+14 of the base line of location; thence extending westerly by said dividing line for about 9 feet to its junction with the front line of occupation, as defined in part by a fence; thence northwesterly and northerly by said front line of occupation for about 2055 feet to its junction with the dividing line between the properties of the Alexander Rose Estate and the said Julius Verchot, as defined by a wire fence; thence easterly by said dividing line for about 14 feet to its intersection with the aforesaid location line; thence returning southerly and southeasterly by said location line for about 2050 feet to the point of beginning, containing about 30,500 square feet.

Parcel 5. From JULIUS VERCHOT. A parcel of land on the south-westerly side of the Farmington River Road, so-called, between station 1+26 \pm and station 21+75 \pm of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the southwesterly location line of said layout with the dividing line between the properties of Charles G. Persons and the said Julius Verchot, said intersection being about opposite and 25 feet distant from station 1+28 of the base line of location; thence extending northwesterly, westerly and northerly by said location line as shown on plan for about 2110 feet to its junction with the dividing line between the properties of the Alexander Rose Estate and the said Julius Verchot; thence easterly by said dividing line for about 65 feet to its junction with the front line of occupation, partly assumed and partly defined by a fence; thence returning southerly and southeasterly by said front line of occupation for about 2050 feet to its junction with the first mentioned dividing line; thence westerly by said dividing line for about 6 feet to the point of beginning, containing about 56,450 square feet.

Parcel 6. From the ALEXANDER ROSE ESTATE, MARY ROSE, ADMINISTRATRIX. A parcel of land on the westerly side of the Farmington River Road, so-called, between station 21+75 \pm and station 24+41 \pm of the base line of location of the 1925 County layout, described as follows: Beginning at the junction of the westerly location line of said layout with the dividing line between the properties of Julius Verchot and the said Alexander Rose Estate, said junction being at a point in the middle of the Farmington River about opposite station 21+75 of the base line of location; thence extending northerly to northwesterly, easterly and then northerly by said location line for about 340 feet to its intersection with the assumed front line of occupation, all as shown

on plan; thence returning southeasterly and southerly by said front line of occupation for about 275 feet to its intersection with the aforesaid dividing line; thence westerly by said dividing line for about 65 feet to the point of beginning, containing about 14,150 square feet.

Parcel 7. From the ALEXANDER ROSE ESTATE, MARY ROSE, ADMININSTRATRIX. A parcel of land in part on the easterly side of the Farmington River Road, so-called, and in part comprising the entire width of location of the cutoff in the 1925 County layout, all being located between stations 21+75 $\frac{1}{2}$ and 30+86 $\frac{1}{2}$ of the base line of location of said layout and being more fully described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of Julius Verchot and the said Alexander Rose Estate, as defined by a fence, said intersection being about opposite and about 29 feet distant from station 21+75 of the base line of location; thence extending westerly by said dividing line for about 14 feet to its junction with the assumed front line of occupation on the present road; thence northerly and northwesterly by said front line of occupation for about 325 feet to its intersection with the westerly location line of the aforesaid layout; thence northerly by said westerly location line for about 615 feet to its intersection with another dividing line between the properties of Julius Verchot and the said Alexander Rose Estate, as defined by a fence and a stone wall; thence easterly by said dividing line for about 70 feet to its intersection with the aforesaid easterly location line; thence returning southerly by said easterly location line for about 900 feet to the point of beginning, containing about 48,800 square feet.

Parcel 8. From JULIUS VERCHOT. A parcel of land comprising the entire width of location of the 1925 County layout between stations 30+83 $\frac{1}{2}$ and 36+59.46 of the base line of location of said layout, described as follows: Beginning at the intersection of the westerly location line of said layout with the dividing line between the properties of the Alexander Rose Estate and the said Julius Verchot, as defined by a fence and a stone wall, said intersection being about opposite and 35 feet distant from station 30+86 of the base line of location; thence extending northerly by said location line for 540 feet to its junction with the dividing line between the towns of Sandisfield and Tolland, as defined by the middle of the Farmington River, -so-called; thence northeasterly by said town line for about 90 feet to its intersection with the easterly location line of said layout; thence returning southerly by said easterly location line for about 615 feet to its intersection with the first mentioned dividing line; thence westerly by said dividing line for about 70 feet to the point of beginning, containing about 40,350 square feet.

The highway to be constructed is a gravel road surface from eighteen to twenty-four feet in width and the surface to be treated with asphaltic oil; all as indicated on several plans prepared by the Department of Public Works, Division of Highways and marked respectively as follows:

On File in the Hampden County	}	Bridge and Approaches
Registry of Deeds		-In-
The Commonwealth of Massachusetts		TOLLAND and SANDISFIELD
Plan of Road		Department of Public Works
In the Town of		Division of Highways
TOLLAND		
Hampden County		
Laid Out By the		
County Commissioners		

And the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of October, next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard, on the subject of damages, by them sustained by reason of layout said highway, have estimated the same as follows, to wit:

To	
Mary Hallock.....	\$1.00
Charles G. Persons.....	1.00
Charles G. Persons.....	1.00
Julius Verchot.....	1.00
Julius Verchot.....	1.00
Alexander Rose Estate, Mary Rose, Admx.....	1.00
Alexander Rose Estate, Mary Rose, Admx.....	1.00
Julius Verchot.....	1.00

Payment to be made to the several parties damages by the town of Tolland when entry is actually made upon the premises for highway purposes.

The said highway including the bridge structure and approaches are to be constructed by the Commonwealth.

George S. Cook)	} County
Daniel O'Neil)	
John Hall)	
	Commissioners.

Hampden, ss. County Commissioners' Meeting, October 3, A. D. 1925.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

James M. Healy, Ass't. Clerk.

June Meeting 1925

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT YOUR PETITIONERS, each being an Inhabitant of the Town of West Springfield; that common convenience and necessity require the layout, relocation, alteration, widening and specific repairs in a certain highway located in said Town of West Springfield, known as Bridge Street, beginning at its southerly intersection with Exposition Avenue, formerly called "G" Street as laid out by the County Commissioners, and extending westerly, a distance of about five thousand six hundred and twenty feet (5,620') to the bridge over the Agawam River.

WHEREFORE your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to order the layout, relocation, alteration, widening and specific repairs of said highway.

Dated this twenty-third day of June, 1925.

Herman C. Walker

J. M. Carroll

Charles O. Palmer

Wilson B. Chandler

Charles E. Hudon

The foregoing petition was entered at a meeting of the County Commissioners holden within and for the County of Hampden on the twenty-fourth day of June, 1925, and due proceedings having been had thereon, on the nineteenth day of September the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS. County Commissioners' Meeting Sept. 19, 1925.

On the petition of Herman C. Walker, J. M. Carroll, Charles O. Palmer, Wilson B. Chandler and Charles E. Hudon, all inhabitants of the Town of West Springfield in said County praying for a highway to be laid out, relocated, altered, widened and specific repairs made thereon, said way being known as Bridge Street in said West Springfield; it appearing that all persons and corporation interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-eighth day of July, A. D. 1925, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the ninth day of September, 1925 at 10 o'clock in the forenoon at which time all persons who had objected at the hearing of July 28th were present and were heard. Said hearing having been had, the Commissioners did adjudge that common convenience and necessity required that said highway should be laid out, relocated, altered, widened and specific repairs made thereon, and do now layout, relocate, alter, widen and order specific repairs on said highway in the manner following:

Inhabitants of the Town of West Springfield, Petrs. for layout, relocation, alteration, widening & specific repairs of Bridge Street in West Springfield.

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Plans in drawer in Plan Case

HIGHWAY

BOOK # 15

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63-74

The road shall be constructed as follows: A foundation consisting of stone filling upon which is placed a 4" bituminous macadam surface, the upper 2" being penetrated with asphalt, all constituting a bituminous macadam road on a stone base.

The layout hereinafter described and the land takings hereinafter described are indicated on two (2) plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and severally marked as follows: The Commonwealth of Massachusetts - Plan of Road - In the Town of - West Springfield Hampden County - Laid Out By the County Commissioners.

The layout is located on Bridge Street, so called, and begins at its junction with "G" Street, extending thence in a westerly direction for about a mile to a point opposite River Street, so called, and being more fully described as follows;

The base line of location begins at a point at the junction of Bridge and "G" Streets, so called, said point being shown on plan as station 0, and extends thence south $81^{\circ}34'00''$ west for the distance of 3040.46 ft. thence south $88^{\circ}46'20''$ west for the distance of 837.79 feet, thence south $80^{\circ}20'40''$ west for the distance of 1518.48 feet, thence south $38^{\circ}41'00''$ west for the distance of 85.77 feet to a point at the end of the layout, shown on plan as station 54+82.50. Length of layout equaling 5482.50 feet.

The southerly line of location begins at a point bearing south $15^{\circ}16'03''$ west and 96.75 feet distant from the point of beginning of the above-described base line of location shown on plan as station 0, and extends thence north-westerly to westerly by a curve of 210.00 feet radius for the distance of 116.68 feet to a point bearing south $8^{\circ}26'00''$ east and 57.00 feet distant from station 1+49.66 of the base line of location, thence parallel to said base line of location and 57.00 feet distant therefrom to a point bearing south $29^{\circ}12'40''$ east and 60.49 feet distant from station 53+96.73 of the base line of location, thence by a curve to the left of 100.00 feet radius for the distance of 70.06 feet to a point at the end of the layout, on the southerly line of location of the present county layout (dated about 1896), said point bearing south $49^{\circ}47'53''$ east and being 30.80 feet distant from the point of ending of the above-described base line of location shown on plan as station 54+82.50.

The northerly line of location extends between the stone bounds defining the northerly line of location of the present county layout (dated about 1896) and begins at a point bearing north $8^{\circ}26'00''$ west and 23.00 feet distant from the point of beginning of the above-described base line of location shown on plan as station 0, extending thence parallel to said base line of location and 23.00 feet distant therefrom to a point bearing north $9^{\circ}39'20''$ west and 23.00 feet distant from station 53+00.73 of the base line of location, thence south $83^{\circ}58'07''$ west for the distance of 111.66 feet to a point bearing north $36^{\circ}50'20''$ west and 33.79 feet distant from station 53+96.73 of the base line of location, thence

south $40^{\circ}12'07''$ west for the distance of 93.32 feet to a point at the end of the layout, bearing north $49^{\circ}47'53''$ west and being 35.20 feet distant from the point of ending of the above-described base line of location shown on plan as station 54+82.50.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

PARCEL No. 1. From BOSTON AND ALBANY R. R. (N. Y. C. & H. R. R. CO., LESSEE). A parcel of land on the southerly side of Bridge Street, so-called, between station 0+0 and station 4+22.5 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the junction of the southerly location line of said layout with the southwesterly side of G street, so-called, as defined by a wire fence said junction being shown on plan of said layout as bearing South $15^{\circ}16'03''$ West and being 96.75 feet distant from station 0 of the aforesaid base line of location; thence extending northwesterly to westerly by said location line for about 379 feet to its intersection with the dividing line between the properties of Mary A. Leahy and the said Boston and Albany R. R.; thence northwesterly by said dividing line for about 17.5 feet to its junction with the front line of the taking as defined by the southerly location line of a previous county layout; thence easterly by said location line for about 310 feet to its junction with the aforesaid side of G street; thence southeasterly by said side of G street for about 87 feet to the point of beginning containing about 4750 square feet.

PARCEL No. 2. From MARY A. LEAHY. A parcel of land on the southerly side of Bridge street, so-called, between station 4+12 $\frac{1}{2}$ and station 5+11 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Boston and Albany Railroad and the said Mary A. Leahy, said intersection being about opposite and 57 feet distant from station 4+12 of the aforesaid base line of location; thence extending westerly by said location line for about 93 feet to its intersection with the easterly side of Dyke Avenue, so-called; thence north-westerly by said side of Dyke Avenue for about 15 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence, easterly by said front line for about 88.5 feet to its junction with the aforesaid dividing line; thence southeasterly by said dividing line for about 17.5 feet to the point of beginning containing about 1280 square feet.

PARCEL No. 3. From BOSTON and ALBANY R. R. (N.Y.C.& H. R. R. LESSEE). A parcel of land on the southerly side of Bridge street, so-called, between station 5+38 $\frac{1}{2}$ and station 8+01 $\frac{1}{2}$ of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the westerly side of Dyke Avenue, so-called, said intersection being about opposite and 57 feet distant from station 5+38 of the aforesaid base line of location; thence extending westerly by said location line for about

252 feet to its intersection with the dividing line between the properties of the heirs of Thomas P. Cummings and the said Boston and Albany Railroad; thence northwesterly by said dividing line for about 18 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line of taking for about 258 feet to its junction with the aforesaid side of Dyke Avenue; thence southeasterly by said side of Dyke Avenue for about 15 feet to the point of beginning containing about 3570 square feet.

PARCEL No. 4. From HEIRS OF THOMAS P. CUMMINGS. A parcel of land on the southerly side of Bridge Street, so-called, between station 7+90 \pm and station 8+51 \pm of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Boston and Albany Railroad and the said Heirs of Thomas P. Cummings, said intersection being about opposite and 57 feet distant from station 7+90 of the aforesaid base line of location; thence extending westerly by said location line for about 61 feet to its intersection with dividing line between the properties of the Trustees of the Dyke Realty Company, and the said Heirs of Thomas P. Cummings; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line of taking for about 50 feet to its junction with the first mentioned dividing line; thence southeasterly by said dividing line for about 18 feet to the point of beginning containing about 760 square feet.

PARCEL No. 5. From THE TRUSTEES OF THE DYKE REALTY CO., A parcel of land on the southerly side of Bridge street, so-called, between station 8+51 \pm and station 9+01 \pm of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Heirs of Thomas P. Cummings and the said Trustees of the Dyke Realty Co., said intersection being about opposite and 57 feet distant from station 8+51 of the aforesaid base line of location; thence extending westerly by said location line for about 50 feet to its intersection with the dividing line between the properties of the West Side Terminal Co., and the said Trustees of the Dyke Realty Co., thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 50 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 700 square feet.

PARCEL No. 6. From the WEST SIDE TERMINAL CO. A parcel of land on the southerly side of Bridge street, co-called, between station 9+10± and station 9+51± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Trustees of the Dyke Realty Co., and the said West Side Terminal Co., said intersection being about opposite and 57 feet distant from station 9+01 of the aforesaid base line of location; thence extending westerly by said location line for about 50 feet to its intersection with the dividing line between the properties of the Connecticut Valley Realty Co., and the said West Side Terminal Co., thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 50 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 700 square feet.

PARCEL No. 7. From THE CONNECTICUT VALLEY REALTY CO., Heirs of Wm. Donaldson and Hans Madsen.) A parcel of land on the southerly side of Bridge street, co-called, between station 9+51± and station 10+51± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the West Side Terminal Co., and the said Connecticut Valley Realty Co., said intersection being about opposite and 57 feet distant from station 9+51± of the aforesaid base line of location; thence extending westerly by said location line for about 100 feet to its intersection with the dividing line between the properties of Hans Madsen and the said Connecticut Valley Realty Co.; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout; thence easterly by said front line for about 100 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1400 square feet.

PARCEL No. 8 From HANS MADSEN. A parcel of land on the southerly side of Bridge street, co-called, between station 10+51± and station 11+64± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout, with the dividing line between the properties of the Connecticut Valley Realty Co., and the said Hans Madsen, said intersection being about opposite and about 57 feet distant from station 10+51 of the aforesaid base line of location; thence extending westerly by said location line for about 113 feet to its intersection with the dividing line between the properties of the Trustees of the Dyke Realty Co., and the said Hans Madsen; thence northerly by said

dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous County layout; thence easterly by said front line for about 113 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1580 square feet.

PARCEL No. 9. From THE TRUSTEES OF THE DYKE REALTY CO., A parcel of land on the southerly side of Bridge street, so-called, between station 11+64± and station 12+45± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Hans Madsen and the said Trustees of the Dyke Realty Co., said intersections being about opposite and 57 feet distant from station 11+64 of the aforesaid base line of location; thence extending westerly by said location line for about 80 feet to its intersection with the easterly side of Circuit Avenue, so-called; thence northerly by said side of Circuit Avenue for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 79 feet to its junction with the aforesaid dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1130 square feet.

PARCEL No. 10. From THE TRUSTEES OF THE DYKE REALTY CO. A parcel of land on the southerly side of Bridge street, so-called, between station 12+64± and station 14+19± of the base line of location of the 1925 County layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the westerly side of Circuit Avenue, so-called, said intersection being about opposite and 57 feet distant from station 12+65 of the aforesaid base line of location; thence extending westerly by said location line for about 154 feet to its intersection with the dividing line between the properties of George and Anna Nelson and the said Trustees of the Dyke Realty Co., thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 155 feet to its junction with the aforesaid side of Circuit Avenue; thence southerly by said side of Circuit Avenue for about 14 feet to the point of beginning containing about 2170 square feet.

PARCEL No. 11. From GEORGE AND ANNA NELSON. A parcel of land on the southerly side of Bridge street, so-called, between station 14+91± and station 14+69± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Trustees of the Dyke Realty Co., and the said George and Anna Nelson, said intersection being about opposite and 57 feet distant from station 14+19 of the aforesaid base line of location;

thence extending westerly by said location line for about 50 feet to its intersection with the dividing line between the properties of Lillie Fletcher and the said George and Anna Nelson; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 50 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 700 square feet.

PARCEL No. 12. From LILLIE FLETCHER. A parcel of land on the southerly side of Bridge Street, so-called, between station 14+69± and station 15+71± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of George and Anna Nelson and the said Lillie Fletcher, said intersection being about opposite and 57 feet distant from station 14+69 of the aforesaid base line of location; thence extending westerly by said location line for about 102 feet to its intersection with the dividing line between the property of Hans and Valborg Madsen and that of the said Lillie Fletcher; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout; thence easterly by said front line for about 102 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1430 square feet.

PARCEL No. 13. From HANS AND VALBORG MADSEN. A parcel of land on the southerly side of Bridge street, so-called, between station 15+71± and station 16+77± of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Lillie Fletcher and the said Hans and Valborg Madsen, as defined by a picket fence, said intersection being about opposite and 57 feet distant from station 15+71± of the aforesaid base line of location; thence extending westerly by said location line for about 106 feet to its intersection with the dividing line between property of the Eastern Stated Exposition and that of the said Hans and Valborg Madsen, as defined by a line of posts; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout; thence easterly by said front line for about 106 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1480 square feet.

PARCEL No. 14. From EASTERN STATES EXPOSITION. A parcel of land on the southerly side of Bridge street, so-called, between station 16+77 \pm and station 17+29 \pm of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Hans and Valborg Madsen and the said Eastern States Exposition, as defined by a line of posts, said intersection being about opposite and 57 feet distant from station 16+77 of the aforesaid base line of location; thence extending westerly by said location line for about 52 feet to its intersection with the dividing line between the properties of William Lyons and the said Eastern States Exposition; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 52 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 725 square feet.

PARCEL No. 15. From WILLIAM LYONS. A parcel of land on the southerly side of Bridge street, so-called, between station 17+29 \pm and station 17+81.5 of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout, with the dividing line between the properties of the Eastern States Exposition and the said William Lyons said intersection being about opposite and 57 feet distant from station 17+29 of the aforesaid base line of location; thence extending westerly by said location line, for about 52.5 feet to its intersection with the dividing line between the properties of Elizabeth Lyons and the said William Lyons; thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous county layout; thence easterly by said front line for about 52.5 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 735 square feet.

PARCEL No. 16. From ELIZABETH LYONS. A parcel of land on the southerly side of Bridge Street, so-called, between station 17+81.5 \pm and station 18+56 \pm of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of William Lyons and the said Elizabeth Lyons, said intersection being about opposite and 57 feet distant from station 17+81.5 of the aforesaid base line of location, thence extending westerly by said location line for about 69.5 feet to its intersection with the dividing line between the properties of Elizabeth Robinson and the said Elizabeth Lyons, thence northwesterly by said dividing line for about 15 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 74.5 feet to its junction with the first mentioned dividing line thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1010 square feet.

PARCEL No. 16. From ELIZABETH LYONS. A parcel of land on the southerly side of Bridge Street, co-called, between station 17+81.5 $\frac{1}{2}$ and station 18+56 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of William Lyons and the said Elizabeth Lyons, said intersection being about opposite and 57 feet distant from station 17+81.5 of the aforesaid base line of location, thence extending westerly by said location line for about 69.5 feet to its intersection with the dividing line between the properties of Elizabeth Robinson and the said Elizabeth Lyons, thence northwesterly by said dividing line for about 15 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 74.5 feet to its junction with the first mentioned dividing line thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1010 square feet.

PARCEL No. 17. From ELIZABETH ROBINSON. A parcel of land on the southerly side of Bridge Street, so-called, between station 18+51 $\frac{1}{2}$ and station 19+08 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Elizabeth Lyons and the said Elizabeth Robinson said intersection being about opposite and 57 feet distant from station 18+51 of the aforesaid base line of location, thence extending westerly by said location line for about 53 feet, to its intersection with the dividing line between the properties of John R. and Bridget Viedeman and the said Elizabeth Robinson, as defined by a rail fence, thence northwesterly by said dividing line for about 15 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 52 feet to its junction with the first mentioned dividing line thence south easterly by said dividing line for about 15 feet to the point of beginning containing about 740 square feet.

PARCEL No. 18. From JOHN R. AND BRIDGET VIEDEMAN. A parcel of land on the southerly side of Bridge Street so-called, between station 19+04 $\frac{1}{2}$ and station 20+56 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Elizabeth Robinson and the said John R. and Bridget Viedeman, as defined by a rail fence said intersection being about opposite and 57 feet distant from station 19+04 of the aforesaid base line of location, thence extending westerly by said location line for about 152 feet to its intersection with the dividing line between the properties of Romilda and Celeste Balboni and the said John and Bridget Viedeman, as defined by a wire fence, thence northerly by said dividing

line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 148 feet to its junction with the first mentioned dividing line, thence southeasterly by said dividing line for about 15 feet to the point of beginning containing about 2100 square feet.

PARCEL No. 19. From ROMILDA AND CELESTE BALBONI. A parcel of land on the southerly side of Bridge Street so-called, between station 20+56+ and station 21+08.5 of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of John R. and Bridget Viedeman and the said Romilda and Celeste Balboni, as defined by a wire fence, said intersection being about opposite and 57 feet distant from station 20+56 of the aforesaid base line of location, thence extending westerly by said location line for about 52.5 feet to its intersection with the dividing line between the properties of Celeste Balboni and the said Romilda and Celeste Balboni, as defined by a picket fence, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 52.5 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 730 square feet.

PARCEL No. 20. From CELESTE BALBONI. A parcel of land on the southerly side of Bridge Street so-called, between station 21+08.5+ and station 21+66+ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Romilda and Celeste Balboni and the said Celeste Balboni, as defined by a picket fence, said intersection being about opposite and 57 feet distant from station 21+08.5 of the aforesaid base line of location, thence extending westerly by said location line for about 57.5 feet to its intersection with the dividing line between the properties of Nicholas and Lucy Tricinella and the said Celeste Balboni, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 57.5 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 810 square feet.

PARCEL No. 21. From NICHOLAS AND LUCY TRICINELLA. A parcel of land on the southerly side of Bridge Street so-called, between station 21+66 $\frac{1}{2}$ and station 22+20 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Celeste Balboni and the said Nicholas and Lucy Tricinella, said intersection being about opposite and 57 feet distant from station 21+66 of the aforesaid base line of location, thence extending westerly by said location line for about 54 feet to its intersection with the dividing line between the properties of Mrs. Horace M. Worden and the said Nicholas and Lucy Tricinella, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 54 feet to its junction with the first mentioned dividing line thence southerly by said dividing line for about 14 feet to the point of beginning containing about 760 square feet.

PARCEL NO. 22. From MRS. HORACE M. WORDEN. A parcel of land on the southerly side of Bridge Street so-called, between station 22+20 $\frac{1}{2}$ and station 22+98 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout, with the dividing line between the properties of Nicholas and Lucy Tricinella and the said Mrs. Horace M. Worden, said intersection being about opposite and 57 feet distant from station 22+20 of the aforesaid base line of location, thence extending westerly by said location line for about 78 feet to its intersection with the dividing line between the properties of Antonio Lagorin and the said Mrs. Horace M. Worden, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 77 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1075 square feet.

PARCEL No. 23. From ANTONIO LAGORIN. A parcel of land on the southerly side of Bridge Street so-called, between station 22+97 $\frac{1}{2}$ and station 23+49 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Mrs. Horace M. Worden and the said Antonio Lagorin, said intersection being about opposite and 57 feet distant from station 22+98 of the aforesaid base line of location, thence extending westerly by said location line for about 51 feet to its junction with the dividing line between the properties of Louisa J. Mitchell and Elizabeth D. Young and the said Antonio Lagorin, as defined by a picket fence thence

northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 51 feet to its junction with the first mentioned dividing line; thence southerly by said dividing line for about 14 feet to the point of beginning containing about 710 square feet.

PARCEL No. 24. From LOUISA J. MITCHELL AND ELIZABETH D. YOUNG. A parcel of land on the southerly side of Bridge Street so-called, between station 23+48 $\frac{1}{2}$ and station 23+99 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Antonio Lagorin and the said Louisa J. Mitchell and Elizabeth D. Young, as defined by a picket fence, said intersection being about opposite and about 14 feet distant from station 23+49 of the aforesaid base line of location, thence extending westerly by said location line for about 50 feet to its intersection with the dividing line between the properties of William H. Smith and the said Louisa J. Mitchell and Elizabeth D. Young, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 51 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 700 Square feet.

PARCEL No. 25. From WILLIAM H. SMITH. A parcel of land on the southerly side of Bridge Street so-called, between station 23+99 $\frac{1}{2}$ and station 24+58 $\frac{1}{2}$ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout and the dividing line between the properties of Louisa J. Mitchell and Elizabeth D. Young and the said William H. Smith, said intersection being about opposite and 57 feet distant from station 23+99 of the base line, thence westerly by said location line for about 59 feet to its junction with the dividing line between property of the Eastern States Exposition and that of the said William H. Smith, as defined by a wire fence, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 57 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 810 square feet.

PARCEL No. 26. From the EASTERN STATES EXPOSITION. A parcel of land on the southerly side of Bridge Street so-called, between station 24+56+ and station 35+72+ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of William H. Smith and the said Eastern States Exposition, as defined by a wire fence, said intersection being about opposite and 57 feet distant from station 24+58+ of the aforesaid base line of location, thence extending westerly by said location line for about 1120 feet to its intersection with the dividing line between the properties of Chester J. Bailey and the said Eastern States Exposition, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking, as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 1120 feet to its junction with the first mentioned dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 15,700 square feet.

PARCEL No. 27. From CHESTER J. BAILEY. A parcel of land on the southerly side of Bridge Street so-called, between station 35+72+ and station 36+68.5+ of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of the Eastern States Exposition and the said Chester J. Bailey, said intersection being about opposite and 57 feet distant from station 35+72 of the aforesaid base line of location, thence extending westerly by said location line for about 96.5 feet to its intersection with another dividing line between the properties of the Eastern States Exposition and the said Chester J. Bailey as defined by a wire fence, thence northerly by said dividing line for about 14 feet to its junction with the front line of the taking as defined by the southerly location line of a previous County layout, thence easterly by said front line for about 96.5 feet to its junction with the first mentioned dividing line thence southerly by said dividing line for about 14 feet to the point of beginning containing about 1350 square feet.

PARCEL No. 28. From EASTERN STATES EXPOSITION. A parcel of land on the southerly side of Bridge Street so-called, between station 36+68.5+ and station 54+82.50 of the base line of location of the 1925 County Layout, described as follows: Beginning at the intersection of the southerly location line of said layout with the dividing line between the properties of Chester J. Bailey and the said Eastern States Exposition, as defined by a wire fence, said intersection being about opposite and 57 feet distant from station 36+68.5 of the aforesaid base line of location, thence extending westerly and southwesterly by said location line for about 1770 feet to its junction with the front line of the taking as defined by the southerly location line of a previous County layout, thence northeasterly and easterly by said front line for about 1779 feet to its junction with the aforesaid dividing line, thence southerly by said dividing line for about 14 feet to the point of beginning containing about 24,300 square feet.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

Boston and Albany R. R. (NY.C. & H.R.R.Co., Lessee)	1.00
Mary A. Leahy	698.00
Boston and Albany R. R. (NY.C. & H.R.R.Co., Lessee)	1.00
Heirs of Thomas P. Cummings	530.00
The Trustees of the Dyke Realty Co.	1.00
The West Side Terminal Co.	1.00
The Connecticut Valley Realty Co.	
(Heirs of Wm. Donaldson and Hans Madsen)	224.00
Hans Madsen	2,810.00
The Trustees of the Dyke Realty Co.	1.00
The Trustees of the Dyke Realty Co.	1.00
George and Anna Nelson	530.00
Lillie Fletcher	827.00
Hans and Valborg Madsen (Formerly Mrs. Florence Haynes)	844.00
Eastern States Exposition	1.00
William Lyons	544.00
Elizabeth Lyons	401.00
Elizabeth Robinson	297.00
John R. and Bridget Viedeman	1,082.00
Romilda and Celeste Balboni	541.00
Celeste Balboni	570.00
Nicholas and Lucy Triccinella	570.00
Mrs. Horace M. Worden	682.00
Antonio Lagorin	530.00
Louisa J. Mitchell and Elizabeth D. Young	530.00
William H. Smith	575.00
Eastern States Exposition	1.00
Chester J. Bailey	810.00
Eastern States Exposition	1.00

All Land damages are to be paid by the County of Hampden subject to an agreement relating thereto on file with the County.

The cost and expense of resurfacing and constructing the area between the car tracks and 18" outside shall be borne and paid by the Town of West Springfield.

All other costs and expense not provided for above shall be borne and paid as follows:

\$20,000. by the Town of West Springfield

One-half of the Balance by the Commonwealth of Massachusetts
and

The other one-half of the balance by the County of Hampden

The widening and specific repairs and all work to be done on said highway required under this order shall be done and performed by the Town of West Springfield.

George S. Cook) County Commissioners
Daniel O'Neil) of the
Charles W. Bray) County of Hampden
Assoc. Commissioner.

County Commissioners' Meeting

Hampden, ss.

September 22, A. D. 1925.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

June Meeting 1925

COMMONWEALTH OF MASSACHUSETTS

VOTE

Hampden, ss. County Commissioners' Meeting July 8, 1925.

VOTED, to award the contract for furnishing approximately 300 tons, more or less, of bituminous coal to be delivered at the Court House, to the SPRINGFIELD COAL COMPANY, at a price of \$6.40 per net ton in accordance with the bid of the Springfield Coal Company to the County Commissioners under date of June 24, 1925 and in accordance with the specifications furnished by the County Commissioners.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting July 8, 1925.

Vote

VOTED, to award the contract for furnishing 40 tons of Stove Coal, Higrade P & R (Lehigh), more or less, to be delivered at the Hampden County Training School, to the BARRY COAL COMPANY, at a price of \$14.10 per net ton in accordance with the bid of the Barry Coal Company to the County Commissioners and in accordance with the specifications furnished by the County Commissioners.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting July 8, 1925.

Vote

VOTED, to award the contract for furnishing approximately 800 tons, more or less, of bituminous coal to be delivered at the Jail and House of Correction to the BUNNELL COAL CORPORATION at a price of \$5.53 per net ton in accordance with the bid of the Bunnell Coal Corporation to the County Commissioners under date of June 20, 1925 and in accordance with the specifications furnished by the County Commissioners.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting July 8, 1925.

Vote

VOTED, to award the contract for furnishing 20 tons Stove Coal, more or less, delivered at Jail and House of Correction, at a price of \$13.47 per net ton, and 200 tons Egg Coal, more or less, delivered at Hampden County Training School at price of \$13.47 per net ton, to WYOMING VALLEY COAL COMPANY.

Vote

July 15, 1925. VOTED, The County Commissioners believing it for the best interest of the County of Hampden to repair and paint the membrane on the walls of the Court House by day work, do this day vote to employ Johns-Manville Incorporated, to make the necessary repairs upon the walls, the same to be performed by day work.

Order

July 28, 1925. ORDERED, County Treasurer authorized and directed to pay the sum of \$1,250. to the Town of Hampden on account of the County's proportion of cost of work done on East Longmeadow-Hampden Road.

Vote

July 28, 1925. Contract for Painting Interior of Court house,-
VOTED to accept competitive bid of Vining & Borrner of Springfield, Mass., and the contract awarded to them for the sum and price of \$6,909.

This vote was not unanimous.

Vote

July 28, 1925. Contract for Painting Interior of Hall of Records,-
VOTED to accept competitive bid of Thomas O'Keefe of Holyoke, Mass., and the contract awarded to him for the sum and price of \$3250.
This vote was not unanimous.

Vote

July 28, 1925. Contract for Painting Exterior of Court House and Hall of Records,- VOTED to accept competitive bid of Vining & Borrner of Springfield, Mass., and the contract awarded to them for the sum and price of \$677.80.

Vote

July 28, 1925. Contract for New Copper Gutters, Conductors, etc., on the Hampden County Jail Building,- VOTED TO accept competitive bid of H. J. Pratt Company of Springfield, Mass., and the contract awarded to them for the sum and price of \$4,339.

Vote

July 29, 1925. VOTED, to employ Collins Electric Company to install necessary lighting fixtures, proper electrical wiring and do necessary work in the County Court House and Hall of Records, same to be performed by day work.

Vote

August 5, 1925. VOTED, to appoint Mr. Fred D. Rogers of Monson, a member of the Board of Trustees for County Aid to Agriculture to fill the unexpired term of Mr. William H. Porter, deceased. The term of office will expire March 31, 1926.

June Meeting 1925.

August 7, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay the sum of ONE THOUSAND seven hundred and fifty dollars (\$1,750) to the Town of Hampden on account of County's proportion of the cost of work done on East Longmeadow-Hampden Road, in the Town of Hampden.

Order

August 12, 1925. Order to arrest Thomas French, holder of permit to be at liberty.

Order to arrest

August 27, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and directed to pay the sum of ONE THOUSAND TWO HUNDRED SIXTY-THREE DOLLARS AND TWELVE CENTS (\$1,263.12) to the Town of Blandford on account of the County's proportion of the cost of work done on Otis-Blandford Stage Road in the Town of Blandford.

Order

August 27, 1925. VOTED, to award County of Hampden Notes, Nos. 200 to 215 inclusive, dated August 27, 1925 payable November 6, 1925 for \$300,000. to Chicopee National Bank of Springfield, Mass. at the rate of 3.92% discount.

Vote

September 9, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and directed to pay the sum of \$9,721.73 to the Town of West Springfield on account of the County's proportion of the cost of work done on Bridge Street in the Town of West Springfield.

Order

September 16, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay the sum of One Thousand Five Hundred Dollars (\$1,500.) to the Town of Hampden on account of work done on East Longmeadow-Hampden Road, in the Town of Hampden.

Order

September 9, 1925. Released from Hampden County Training School on parole:

Released from
Training School

John Osterpinski
Frank Krygowski
Leo Harvey
Harold Butterworth

September 19, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay the sum of \$8,006.52 to the Town of West Springfield on account of the County's proportion of the cost of work done on Bridge Street in the Town of West Springfield.

Order

Order

September 19, 1925. ORDERED, that Fred A. Bearse, County Treasurer be authorized and he is hereby directed to pay the sum of \$2,175. to the Town of Granville on account of the County's proportion of the cost of work done on Main Road in the Town of Granville.

Order to arrest

September 30, 1925. Order to arrest holder of parole, John Osterpinski.

Order

September 30, 1925. ORDERED, that Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$810. to Chester J. Bailey for damages under County Commissioners order of Sept. 19, 1925, wherein certain changes were made in Bridge Street, West Springfield.

Claim for damages done by deer.

DEER DAMAGE CASES FOR MONTH OF SEPTEMBER 1925.

1925			Amount	Fees & Travel
Sept. 2	Fred N. Lawrence	Brimfield	\$20.00	\$1.20
Sept. 16	A. H. Gerrish	Hampden	19.50	1.80

Allowance for damages done by dogs.

The sum of Five Hundred Sixteen Dollars and Sixty-five Cents (\$516.65) is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Land Damages

Land Damages \$13,604.

Claim for damages done by deer

DEER DAMAGE CASES FOR MONTH OF AUGUST 1925.

1925				
Aug. 5	Merrill Brooks	Granville	\$35.00	\$5.00
" 12	Joseph Travers	Brimfield	20.00	1.60
" 12	Oleson & Jensen	Granville	300.00	4.80
" 26	Jensen	"	85.00	?

Sundry Accounts
\$119,120.27

Sundry accounts being presented, are allowed, and the same, amounting to the sum of one hundred nineteen thousand one hundred twenty dollars and twenty-seven cents are ordered to be paid from the County Treasury.

To the Honorable County Commissioners of the County of Hampden:

Joseph Welch et als.
Petra. for reloca-
tion & alterations
of & specific repairs
on portion of highway
extending from Potash
Brook to South Lane
corner, known as West
Granville road, in
Granville.

Respectfully represent the undersigned, inhabitants of the Town of Granville, in said County of Hampden, that common convenience and necessity require that the part of the highway extending from Potash Brook to South Lane corner, near the house of J. E. Downs, known as West Granville road, be re-located; that alterations be made in its course and width; and that said part of said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary.

Wherefore they pray that after notice, view and hearing your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made.

Granville, Mass. June 24, 1924.

Joseph Welch	Charles Kaneski
Joseph M. Welch	F. A. Chapman
J. E. Downs	C. E. Chapman
John Degano	Fred H. Coe
Tony P. Degano	W. F. Chapman
Fred N. Gibbon	Wm. J. Cooley
Benj. F. Gibbons	G. H. Aldrich
Henry G. Hunt	Major Nelson
Geo. Chapman	Albert C. Sheets
Joe Duris	Chas. A. Sheets
Andrew Duris	G. M. Miller
Charles L. Frost	H. A. Barnes
J. A. Kaniski	W. F. Reeves
Fred A. Bearse	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the twenty-eight day of June, 1924, and due proceedings having been had thereon, on the twenty-fifth day of November, 1925, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 25, 1925.

On the petition of Joseph Welch et als. for relocation and alterations of and specific repairs on portion of highway extending from Potash Brook to South Lane Corner, known as West Granville Road, in Granville.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1924, view said highway and hear all parties interested and did adjudge that that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said hearing was continued from time to time until May 20, 1925 when said Commissioners ordered the following repairs made on road leading from Potash Brook to South Lane Corner, and being locally known as West Granville Road; the work to begin at station 2+50 on the section improved in 1923 and extending in an easterly direction to station 0+0 to station 12+0; and beginning at station 11+0 and extending westerly to station 19+0; length actually improved, 2250 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file in case No. 31. Inhabitants of the Town of Granville for relocation, alterations and specific repairs on part of highway leading from Granville Center to West Granville,

which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Selectmen of Hampden.
Petr. for layout
or alteration &
specific repairs on
East Longmeadow-
Hampden Road from
easterly end of new
construction made
during year 1924 to
village of Hampden
and for appropria-
tion

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Plan in drawer in
Plan case.

HIGHWAY

Book #15
Page #45-46

To the Honorable, the County Commissioners of the
county of Hampden.-

Respectfully represent your petitioners that they are the Select-
men of the Town of Hampden, a municipal corporation within said County.

That public necessity and convenience require that the road
leading from East Longmeadow to the center of said Town of Hampden
from the easterly end of the new construction therein made during the
year 1924 to said village of Hampden be laid out or altered as a high-
way.

That the wrought portion of said road between said termini is
rough, worn, uneven, full of holes, and is dangerous for public travel.

That said Town of Hampden purposes to appropriate, and hereby
offers to appropriate the sum of three thousand dollars for the cons-
truction of an improved and permanent roadway therein upon condition
that the County of Hampden appropriate the sum of six thousand dollars,
and the the Commonwealth of Massachusetts appropriate a sum not less
than six thousand dollars for said purposes.

Wherefore your petitioners pray that after due proceedings had
your Honorable Board do either lay out or alter said road between said
termini, or in conjunction with said laying out or altering, or
separately therefrom, that you direct specific repairs to be made of
said existing way in such manner as the public necessity and convenience
may require, and that you appropriate a sum of money to be expended by
said County of Hampden for carrying out the provision of your order
or decree not less than said six thousand dollars in amount; and that
you direct said repairs to be made as soon after your order and decree
as possible.

N. S. Kibbe

N. M. Carew

John J. Flynn

Selectmen of Hampden.

Hampden, Mass., December 27, 1924.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the ^{fifth} (fourteenth) day of January, 1925, and due proceedings having been had thereon, on the fourth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 4, 1925.

On the petition of the Selectmen of Hampden, for layout or alteration and specific repairs on East Longmeadow-Hampden Road from the easterly end of new construction made during year 1924 to village of Hampden and for appropriation.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to East Longmeadow, and being locally known as the Longmeadow Road, or Main Street; the work to begin at the easterly end of the section of said road improved in 1924, station 35+50 and extend in an easterly direction to station 81+50 and stone fill to 83+50; length actually improved, 4600 feet Tar Mac. and 200 feet Stone Base; these repairs to be made by the Town of Hampden according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed SIX THOUSAND DOLLARS (\$6,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

Respectfully represent the undersigned, selectmen of the Town of Southwick, in said County, that common convenience and necessity require that Congamond Road an existing highway in said town which lies between College Highway and Congamond Depot, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Selectmen of Southwick, Petrs. for specific repairs on part of Congamond Road between College Highway & Congamond Depot and for contribution of \$2,000. from the County towards expense of said repairs.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) together with the State and Town in a like amount, towards the expense of said repairs.

William S. Barnes)
George W. Phelps) Selectmen
Kenneth E. Gillett) of
Southwick

The foregoing petition was entered at a meeting of the County Commissioners holden within and for said county on the fourteenth day of March, 1925, and due proceedings having been had thereon, on the fourth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 4, 1925.

On the petition of the Selectmen of Southwick, for specific repairs on part of Congamond Road between College Highway and Congamond Depot and for contricution of \$2,000. from the County towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of May, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to West Suffield, Conn., and being locally known as Congamond Street; the work to begin at the junction of said road with the State highway, station 0+0 and extend in an easterly direction to station 24+75; length actually improved, 2475 feet; these repairs to be made by the Town of Southwitk according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned, citizens of the Town of Blandford, in said County, that common convenience and necessity require that Blandford Otis road, about two and one-half miles of the village, an existing highway in said town, which lies between Blair Pond Schoolhouse and Blandford Otis Town Line; That part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said county contribute a sum not to exceed Five Thousand dollars (\$5,000.) together with an appropriation from the State and Town towards the expense of said repairs.

Dated, March 14th, 1925.

Clarence W. Bates)	Selectmen of Town of Blandford
Harry L. Wyman)	
A. M. Ritter)	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the sixteenth day of March, 1925, and due proceedings having been had thereon, on the fourth day of November the County Commissioners file their final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 4, 1925.

On the petition of the Selectmen of Blandford, for specific repairs on Blandford-Otis Road between Blair Pond Schoolhouse and Blandford-Otis Town line and for contribution of a sum not to exceed \$5,000. from the County towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of May, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Otis to Blandford and being locally known as Otis-Blandford stage road; the work to begin at the Otis-Blandford line, station 0+0 and extend in a northeasterly direction to station 28+50; length actually improved, 2850 feet; these repairs to be made by the town of Blandford according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

Selectmen of Blandford, Petrs. for specific repairs on Blandford-Otis Road between Blair Pond Schoolhouse & Blandford-Otis Town line & for contribution of a sum not to exceed \$5,000. from County of Hampden toward the expense of said repairs.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden

Inhabitants of the
Town of Palmer,
Petrs. for reloca-
tion & alteration
of High Street in
village of Thorndike
in Town of Palmer.

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Plans, Book 7
Page 88 & 89

Palmer, Mass., March 17, 1925.

To the County Commissioners of the County of Hampden:

The undersigned, inhabitants of the Town of Palmer, in said County, respectfully represent that there is a public way known as High Street in the village of Thorndike, in said Palmer; that the boundaries of said way from its intersection with Commercial Street to its intersection with Main Street are ill-defined and uncertain, and that at places between the points named said highway is too narrow to accomodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public way between the points named for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Frank J. Longtine
David B. Smith
Patrick J. Nagle
C. Healey
J. J. Kelley
Daniel J. Sullivan
Joseph Bengle
Samuel E. Thayer
M. Wm. Holden

The foregoing petition was entered at a meeting of the County Commissioners holden within and for said County on the third day of April, 1925, and due proceedings having been had thereon, on the eighteenth day of November, the County Commissioners file the following re-location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 18, 1925.

On the Petition of Inhabitants of the Town of Palmer praying for a highway to be relocated and altered (High Street), in the village of Thorndike, Palmer

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissionere did, on the fourth day of June, A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners do now relocate and alter said highway in the manner following; for the purpose of establishing boundary lines and of making alteration in the course thereof:

Beginning at a stone bound on the southerly side of Main Street in the Village of Thorndike opposite land of Olin A. White, thence N.89°12' E. 877.47 feet to a stone bound opposite land of Katherine Nagle; thence No.81°33' E. 141.10 feet to a stone bound, thence S.83°00'E.71.16 feet to a stone bound near the northeast corner of a building owned by the St. Joseph Polish Society, thence S. 75°16' E. 375.86 feet to a stone bound, thence S. 73°16' E. 195.11 feet to a stone bound, thence S. 60°37' E. 98.60 feet to a stone bound, thence S. 51°20' E. 61.53 feet to a stone bound, thence S. 40°06' E. 56.44 feet to a stone bound opposite land of the D. Crowley Estate.

The above is a description of the southerly side line of the highway as relocated. To this point the northerly side line is parallel therewith and 45 feet distant therefrom, thence S. 33°39' E. 170.21 feet to a stone bound. In this course the highway narrows to 40 feet wide at the last named bound, thence S.39°01' E. 113.20 feet to a stone bound. In this course the highway narrows to 35 feet wide at the last named stone bound thence S. 39° 40' E. 79.69 feet to a stone bound at or near the northwesterly line of Harvey Avenue, thence S. 55°38' E. 223.70 to a stone bound on the southwesterly side of Commercial Street.

Opposite the last described course the northeasterly side line of the highway is described as follows: Beginning at a stone bound opposite land of the D. Crowley Estate thence S. 55°38' E. parallel with and 35 feet distant from the line last described for a distance of 135.5 feet to a stone bound thence by a curve to the left with a radius of 7.8 feet for a distance of 19.7 feet to a stone bound on the southwesterly side of said Commercial Street.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Palmer. Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook) County Commissioners
Daniel O'Neil ;
John Hall)

Hampden, ss. County Commissioners' Meeting, November 18, A. D.1925.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Selectmen of Tolland
Petrs. for specific
repairs on the
Tolland-New Boston
Road so-called,
beginning at end of
last year's grant
to Sandisfield town
line, and for aid.

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TO THE COMMISSIONERS OF HAMPDEN COUNTY.

We the undersigned petitioners, Selectmen of the Town of Tolland do pray that you give us aid in making specific repairs on the Tolland-New Boston road, so called, beginning at the end of last year's grant and continuing to the Sandisfield town line.

Lyman C. Clark)
James R. Jackson) Selectmen
F. B. Deming) of
Tolland

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the twenty-seventh day of April, 1925, and due proceeding having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 25, 1925.

On the petition of the Selectmen of Tolland for specific repairs on the Tolland-New Boston Road so-called, beginning at the end of last year's grant to Sandisfield town line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Tolland to Sandisfield, and being locally known as the New Boston Road; the work to begin at station 82+50 and extend in an easterly direction to station 110+00 (the ledge quantity of 100 c. y. between sta. 79+50 and sta. 82+50 was not removed this year); length actually improved, 2750 feet; these repairs to be made by the Town of Tolland according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, inhabitants of the Town of Granville, in said County of Hampden, that common convenience and necessity require that the part of the highway leading from Granville Centre to West Granville which lies west of a point near August Beckman's premises and extends westerly for a distance of about one-fourth of a mile, be relocated; that alterations be made in its course and width; and that said part of said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired, as may be necessary.

Wherefore they pray that after notice, view and hearing your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made.

Granville, Mass., April 27, 1925.

Harry A. Root and others,
petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the twenty-ninth day of April, 1925, and due proceedings having been had thereon, on the twenty-fifth of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 25, 1925.

On the petition of the Inhabitants of the Town of Granville, for relocations, alterations and specific repairs on part of highway leading from Granville Center to West Granville.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville Center to West Granville, and being locally known as the Main road; the work to begin at the northerly end of the section of said road improved in 1924, station 16+50 and extend in a northerly direction to station 30+66; length actually improved, 1416 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook) County Commissioners
Daniel O'Neil ; of the
John Hall) County of Hampden.

Inhabitants of the Town of Granville, Petrs. for relocation alteration & specific repairs on part of highway leading from Granville Center to West Granville which lies west of a point near August Beckman's premises & extends westerly for a distance of about one-fourth of a mile.

Selectmen of Ludlow,
Peters. for resurfacing
of Highway beginning
opposite gate house
at Ludlow Reservoir &
extending to Belchertown
Town Line, & for \$5,000.

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We, the undersigned Selectmen of the Town of Ludlow, hereby make application for \$5,000.00 to be used in conjunction with the \$10,000. which the Town has appropriated and \$5,000. which the State has promised us if the same amount is obtained from the County.

This money is to be used for resurfacing of highway on Sikes and Alden Streets, beginning at a point about opposite the gate house at Ludlow Reservoir and extending to the Belchertown Town Line, - a distance of about three miles. This work is to be done under the supervision of the State Highway Engineer.

H. M. Sanford) Selectmen
Herbert A. Bartlett) Ludlow,
Thomas J. Hyland) Mass.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for the County of Hampden, on the thirteenth day of May, 1925, and due proceedings having been had thereon, on the eighteenth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 18, 1925.

On the petition of the Selectmen of Ludlow for resurfacing of highway beginning opposite the gate house at Ludlow Reservoir and extending to the Belchertown Town Line, and for \$5,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow to Belchertown, and being locally known as Belchertown Street; the work to begin at the northerly end of the section of said road improved in 1924, station 148+50 and extend in a northerly direction to station 43+50; length actually improved, 10500 feet; these repairs to be made by the Town of Ludlow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

October Meeting 1925

To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned, selectmen of the Town of East Longmeadow in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as Hampden Road, from the present macadam about three thousand feet (3,000) ft. to the Hampden Town Line; that the cost of said repairs has been estimated to be \$9,000.; that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$3,000. together with the State and Town in a like amount, towards the expense of said repairs.

Dated this twelfth day of May, 1925.

Herman W. King)
Charles H. Knox) Selectmen
L. E. Whitaker) of the
Town of
East Longmeadow

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fifteenth day of May, 1925, and due proceedings having been had thereon, on the eighteenth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 18, 1925.

On the petition of the Selectmen of East Longmeadow for specific repairs on Hampden Road, beginning from the present macadam to Hampden Town line and for a sum not to exceed \$3,000. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Hampden, and being locally known as the Hampden Road; the work to begin at the easterly end of the section of said road improved in 1924, station 73+50 and extend in an easterly direction to the East Longmeadow-Hampden line, station 102+25; length actually improved 2875 feet; these repairs to be made by the town of East Longmeadow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and County of Hampden shall pay to the town of East Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3000.) towards the repairing of this highway.

Selectmen of East Longmeadow, Petrs. for specific repairs on Hampden Road about 3000 ft. to Hampden Town Line beginning from the present macadam and for a sum not to exceed \$3,000. from the county.

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Plan in drawer in Plan-case.

Highway

Book M 15

Page #41-50

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Selectmen of East Longmeadow, Petrs. for specific repairs on Somers Road from end of present macadam toward Somers line approximately 4,000 feet and for a sum not to exceed \$2,000. from the County.

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To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned, selectmen of the Town of East Longmeadow in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as Somers Road, extending southeasterly from the end of the present macadam toward the Somers line approximately four thousand feet (4,000ft.); that the cost of said repairs has been estimated to be \$6,000.00; that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contricute a sum not to exceed \$2,000. together with the State and Town in a like amount, towards the expense of said repairs.

Dated this 12th day of May, 1925.

Herman W. King)
Charles H. Knox) Selectmen of the
L. E. Whitaker) Town of
East Longmeadow.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county of the 15th day of May, 1925, and due proceedings having been had thereon, on the eighteenth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 18, 1925.

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Somers Road from end of present macadam toward the Somers line and for a sum not to exceed \$2,000. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Somers, and being locally known as Somers Road; the work to begin at the southerly end of the section of said road improved in 1924, station 12+0 and extend in a southerly direction to station 60+0; length actually improved, 4800 feet; these repairs to be made by the Town of East Longmeadow according to specifications set forth in agreement of the Department of Public Works - Division of Highways,

on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed TWO THOUSAND DOLLARS (\$2000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS WITHIN AND FOR THE
COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the town of Montgomery, in said County of Hampden, that there are two certain public highways within the limits of said town which are described substantially as follows:

FIRST: The highway known as the Hall road leading from the corner, south of the New State School building, in an Easterly direction, a distance of about one mile, to an old house, formerly owned by the late Mary J. Hall.

SECOND: A short strip of highway, at the foot of Mount Tekoa, from a point near the dwelling house of Grace A. Robson, thence in an Easterly direction to the east bank of a small brook, which is the outlet of the lower reservoir, so called.

Your petitioners further represent that the common convenience and necessity no longer require that said highways, or either of them, should be maintained as public ways.

WHEREFORE your petitioners respectfully pray your Honorable Board to take a view of the premises, to hold a public hearing on the subject matter of this petition, and to determine and adjudge that common convenience and necessity no longer require the maintenance of said highways, or either of them, as public highways, and will order the discontinuance of the same.

And for such further orders in the premises as may seem to your Honorable Board just and proper.

Dated, Montgomery, Mass. May 18, 1925.

Walter D. Allyn)
Myron B. Avery) Selectmen
Myron E. Kelso) of
Montgomery

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 20th day of May, 1925, and dur proceedings having been had thereon, on the ninth day of December, the County Commissioners file the following final decree, to wit:-

Selectmen of Montgomery, Petrs. for dis-
continuance of Hall
Road leading from the
corner, south of New
State School bldg. in
easterly direction to
old house formerly
owned by the late
Mary J. Hall, and a
short strip of highway
at the foot of Mt.
Tekoa from point near
house of Grace A.
Robson in easterly
direction to east bank
of small brook which
is outlet of lower
reservoir, so-called.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, December 9, 1925.

On the petition of the Selectmen of Montgomery for discontinuance of Hall Road leading from the corner, south of New State School building, in an easterly direction to an old house formerly owned by the late Mary J. Hall, and a short strip of highway at the foot of Mount Tekoa from a point near house of Grace A. Robson in an easterly direction to east bank of small brook which is outlet of lower reservoir, so-called.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fourth day of June, 1925, at three o'clock in the afternoon, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that

FIRST: The highway known as the Hall road leading from the corner south of the New State school building, in an Easterly direction, a distance of about one mile, to an old house, formerly owned by the late Mary J. Hall

and

SECOND. A short strip of highway, at the foot of Mount Tekoa, from a point near the dwelling house of Grace A. Robson, thence in an easterly direction to the east bank of a small brook, which is the outlet of the lower reservoir, so-called,

should be discontinued.

And now said Commissioners ORDER and DECREE that

The highway known as the Hall road leading from the corner, south of the New State school building, in an easterly direction, a distance of about one mile, to an old house, formerly owned by the late Mary J. Hall

and

A short strip of highway, at the foot of Mount Tekoa, from a point near the dwelling house of Grace A. Robson, thence in an easterly direction to the east bank of a small brook, which is the outlet of the lower reservoir, so-called,

be, and the same are, hereby discontinued.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said roads shall be paid by the Town of Montgomery.

George S. Cook) County Commissioners
John Hall) of the
County of Hampden.

TO THE COMMISSIONERS OF HAMPDEN COUNTY.

We, the undersigned petitioners, Selectmen of the Town of Montgomery do pray that you give us aid in making specific repairs on the main road, leading from Montgomery Center to the City of Westfield, beginning at a point near the house of W. D. Allyn and continuing to a point at the top of Hatch Hill, so-called.

Walter D. Allyn)
Myron B. Avery) Selectmen
Myron E. Kelso) of
Montgomery

Selectmen of Montgomery, Petrs. for specific repairs on main road leading from Montgomery Center to City of Westfield, beginning at point near house of W. D. Allyn to a point at top of Hatch Hill, and for aid.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 20th day of May, 1925, and due proceedings having been had thereon, on the twenty-eighth day of October, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, October 28, 1925.

On the petition of the Selectmen of Montgomery for specific repairs on Main Road leading from Montgomery Center to the City of Westfield in Montgomery and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge, that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Montgomery Center to the City of Westfield, and being locally known as the Main Road; the work to begin at station 4+0 and extend in a southerly direction to station 12+50; length actually improved, 850 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

Respectfully represent the undersigned, selectmen of the Town of Wilbraham in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of Wilbraham known as Ludlow Road, from the end of last year's work to the Boston Road, a distance of about sixteen hundred feet (1600'), that the cost of said repairs has been estimated to be \$9,000.00; that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) together with the State and Town in a like amount, towards the expense of said repairs.

Dated this 18th day of May, 1925.

W. H. McGuire, Jr. Selectmen
Fred W. Green of the Town
Ernest L. Thompson Wilbraham

Selectmen of Town
of Wilbraham, Petrs
for repairs on Lud-
low Road, about
1600 ft. from end
of last year's
work to Boston Road
& for sum not to
exceed \$3,000.
from the County

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the twenty-first day of May, 1925, and due proceedings having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 25, 1925.

On the petition of the Selectmen of Wilbraham, for specific repairs on Ludlow Road, from end of last year's work to Boston Road and for a sum not to exceed \$3,000. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow Bridge to Wilbraham, and being locally known as the Ludlow Road; the work to begin at the southerly end of the section of said road improved in 1924, station 23+50 and extend in a southerly direction to station 31+78; length actually improved, 828 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

George S. Cook) County Commissioners
Daniel O'Neil) of the
John Hall) County of Hampden.

Selectmen of Chester,
Petr. for specific
repairs on East River
Road leading from
Huntington to village
of West Worthington
& for aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, Selectmen of the Town of Chester, hereby certify and represent that the highway called the East River Road leading from Huntington to the village of West Worthington, that said road is dangerous, and is in need of extensive repairs, and that public convenience and necessity require that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same, and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs as in duty bound would ever pray.

John E. Cooney) Selectmen
Frank Whitcher) of
Chester

The foregoing petition was entered at a meeting of the County Commissioners holden within and for said County, on the twenty-fifth day of May, 1925, and due proceedings having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

On the petition of the Selectmen of Chester for specific repairs on East River Road leading from Huntington to the village of West Worthington, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of July, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to West Worthington, and being locally known as the East River Road; the work to begin at the north-westerly end of this section of said road improved in 1924, station 76+00 and extend in a north-westerly direction to station 90+69; length actually improved, 1469 feet; these repairs to be made by the Town of Chester according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND dollars (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN,

We, the undersigned, Selectmen of the Town of Chester, hereby certify and represent that the highway called the Middlefield Road, leading from Chester Village to Middlefield, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity requires that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

John E. Cooney) Selectmen
Frank Whitcher) of
Chester

Selectmen of Chester
Petr. for specific
repairs on Middle-
field Road leading
from Chester Village
to Middlefield, &
for aid.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the twenty-fifth day of May, 1925, and due proceedings having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 25, 1925.

On the petition of the Selectmen of Chester, for specific repairs on Middlefield Road leading from Chester Village to Middlefield and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of July, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester to Middlefield, and being locally known as Middlefield Road; the work to begin at the end of the section of said road improved in 1924, station 46+50 and extend in a northerly direction to station 60+50; length actually improved, 1400 feet; these repairs to be made by the Town of Chester according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
Daniel O'Neill) County Commissioners
John Hall) of the
County of Hampden

Inhabitants of the Town of Palmer, Petrs. for relocation & alterations of public way known as Old Ware Road leading from Whipples' crossing past Forest Lake to new State highway leading from Palmer to Ware.

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Plans, Book 7
Pages 95,96,97

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned, inhabitants of the Town of Palmer, in said County, respectfully represent that there is a public way in said town known as the Old Ware Road leading from Whipple's Crossing past Forest Lake to the new State highway leading from Palmer to Ware; that the boundaries of said public way from the covered bridge over the Ware River, near the house of one Miner, to its intersection with said state highway are ill-defined and uncertain, and at places between the points named said highway is too narrow to accomodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public way between the points named for the purpose of establishing the boundary lines of said way and making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Palmer, Mass., May 25, 1925.

Arthur F. Bennett	M. Wm. Holden
Gordon Taylor	Harold W. Brainerd
Roy E. Cummings	Charles D. Holden
Andrew L. Tolman	Jno. J. Conway
Carl H. Bradley	Thos. J. Moran
Chas. A. Tabor	Ernest E. Hobson

the foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for County of Hampden on the 15th day of June, 1925, and due proceedings having been had thereon, on the seventh day of December, the County Commissioners file the following re-location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, December 7, 1925.

On the Petition of Inhabitants of the Town of Palmer praying for a highway to be relocated and altered (Old Ware Road leading from Whipples Crossing past Forest Lake to new State highway leading from Palmer to Ware) in Palmer

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of October, A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

Beginning at a point near the easterly bank of the Ware River in range with the easterly end of the covered bridge crossing said river near Forest Lake, and 25 feet southerly from the center line of said bridge measured at right angles from said center line, thence S. 88°06' E. 13 feet to a stone bound, thence easterly by a curve to the left with a radius of 168.25 feet for a distance of 147.42 feet to a stone bound, thence N. 41°42' E. 145.20 feet to a stone bound, thence by a curve to the right with a radius of 294.60 feet for a distance of 209 feet to a stone bound, thence N. 82°30' E. 505.86 feet to a stone bound opposite land of Addison S. Moore, thence S. 88°27' E. 457.34 feet to a stone bound, thence N. 80°59' E. 149.76 feet to a stone bound, thence by a curve to the right with a radius of 453.30 feet for a distance of 177.17 feet to a stone bound, thence S. 76°35' E. 386.48 feet to a stone bound, thence S. 83°51' E. 402.27 feet to a stone bound opposite land of William B. Kerrigan, thence N. 89°28' E. 305.74 feet to a stone bound, thence S. 88°36' E. 231.12 feet to a stone bound, thence No. 84°21' E. 477.93 feet to a stone bound opposite land of Louis R. Wheeler thence by a curve to the right with a radius of 16.60 feet for a distance of 35.56 feet to a stone bound on

the westerly side of the State Highway leading from Palmer to Ware. The above is a description of the southerly side line of the highway as relocated.

The northerly side line is parallel therewith and 50 feet distant therefrom to a stone bound set at right angles to and 50 feet distant from said southerly line at a point 36.5 westerly from a stone bound described as opposite land of Louis R. Wheeler. From thence the northerly line is described as follows: from said stone bound N. 79° 00' E. 105.5 feet to a stone bound on the westerly side of said State Highway.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Palmer.

Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)	County Commissioners
Daniel O'Neil)	
John Hall)	

Hampden, ss. County Commissioners' Meeting, Dec. 14, A. D. 1925.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Charles M. Calhoun, Clerk.

Selectmen of Chester
Petr. for specific
repairs on Chester
Hill Road leading
from Huntington to
Middlefield and for
aid

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To the Honorable County Commissioners of the County of Hampden.

We the Selectmen of the Town of Chester hereby certify and represent that the Highway called the Chester Hill road leading from Huntington to Middlefield that said road is dangerous and in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road. We humbly petition your Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

John E. Cooney)	Selectmen of Chester
Frank Whitcher)	
L. J. Kelso)	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the nineteenth day of June, 1925, and due proceedings having been had thereon, on the twenty-eighth day of October, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, October 28, 1925.

On the petition of the Selectmen of Chester for specific repairs on Chester Hill Road leading from Huntington to Middlefield and for aid.

It appearing that all persons and corporation interested therein had been duly notified of the time and place of meeting the said Commissioners did on the twenty-second day of July, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Middlefield and being locally known as the Chester Hill Road; the work to begin at station 36+00 and extend in a northwesterly direction to station 52+00 length actually improved, 1600 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.), towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

July 1, 1925.

Office of the County Commissioners, County of Hampden.

As authorized, directed by, acting under, pursuant to and in conformity with Chapter 102 of the Acts of 1925, and all other laws thereunto enabling, the County Commissioners hereby give notice to the town of Blandford in said County and to all persons in interest, that they will lay out a highway in said town of Blandford from Cove Road to Long Pond in said town in accordance with plans prepared or approved by the Division of Water Ways and Public Lands, of the Department of Public Works, and will relocate the old County Road, so-called, known as Cove Road, and for that purpose will meet all persons in interest at the intersection of Cove Road with an old road leading to Long Pond in said town, will view the premises and hear all parties desiring to be heard on the fifty day of August, nineteen hundred and twenty-five at 3 o'clock in the afternoon.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the first day of July, 1925, and due proceedings having been had thereon, on the eighteenth day of November, the County Commissioners file the following location report, to wit:-

Layout of highway
in Town of Bland-
ford from Cove Road
to Long Pond & fe-
location of old
County Road so-call-
ed, known as Cove
Road under provision
of Chap. 102 Acts
of 1925.

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Plans in drawer in
Plan-case

HIGHWAY
Book # 15
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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 18, 1925.

As authorized, directed by, acting under, pursuant to and in conformity with Chapter 102 of the Acts of 1925, and all other laws thereunto enabling, for a highway to be laid out in the Town of Blandford from Cove Road to Long Pond in said town in accordance with plans prepared or approved by the Division of Water Ways and Public Lands, of the Department of Public Works, and the relocation of Cove Road, so-called; it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the County Commissioners did, on the fifty day of August, A. D. 1925, view said highway and hear all parties interested, and at the time of said view, no person interested having objected, said Commissioners did adjudge that common convenience and necessity required that said highway should be laid out and relocated, and do now layout and relocate said highway in the manner following:

Beginning at a point at the junction of the easterly side line of Cove Road or Gibbs Street so-called and the northerly side of Nigger Hill Road "now discontinued", in the Town of Blandford, thence running south eighty-seven degrees, thirty-two minutes, five seconds, east magnetic bearing five hundred eleven and forty-five one-hundredths feet along the northerly side line of Nigger Hill Road, thence south eighty-six degrees, forty-three minutes, thirty-two seconds east one hundred eighty-nine and twenty-five one hundredths feet, thence south eighty-one degrees seventeen minutes, fourteen seconds east one hundred two and seventy-nine one-hundredths feet, thence south seventy-seven degrees seven minutes, forty-two seconds east, three hundred thirty-three and forty-four one hundredths feet, thence south fifty-three degrees, forty-three minutes, thirty-nine seconds east, one hundred thirty-eight and five tenths feet, thence south forty-nine degrees, forty-seven minutes, thirteen seconds east, one hundred forty-four and five one-hundredths feet, thence south forty-five degrees, thirty-seven minutes, five seconds east one hundred twenty-four and fifty-four one hundredths feet, thence south thirty-nine degrees, four minutes fifty-eight seconds east, two hundred thirty-three and seventy-six one hundredths feet, thence south thirty-five degrees, twenty-five minutes, fifty-five seconds east, one hundred thirty-eight and sixty-eight one hundredths feet, thence south forty-five degrees, twenty-seven minutes, four seconds east one hundred sixty-six and sixty-six one hundredths feet, thence south fifty-five degrees, fifty-four minutes, fifty-one seconds east, one hundred sixty and fifty-nine one hundredths feet, thence south twenty-five degrees, four minutes, fifteen seconds west, seven hundred fifty-eight feet more or less to a point on the original shore line of Long Pond, thence following the original shore line of said pond in a north-westerly and southwesterly direction one hundred seventy feet more or less, thence north twenty-five degrees four minutes, fifteen seconds east, seven hundred eight feet more or

less to a point located near the end of an existing wall, thence north forty-five degrees, twenty-seven minutes, four seconds west, one hundred ninety-one and eighteen one-hundredths feet, thence north thirty-five degrees twenty-five minutes, fifty-five seconds west, one hundred forty-one and forty-seven one-hundredths feet, thence north thirty-nine degrees, four minutes, fifty-eight seconds west, two hundred twenty-nine and twenty-seven one hundredths feet, thence north forty-five degrees, thirty-seven minutes, five seconds west, one hundred nineteen and eighty-seven one-hundredths feet, thence north forty-nine degrees, forty-seven minutes, thirteen seconds west, one hundred forty and fifty-one one-hundredths feet, thence north fifty-three degrees, forty-three minutes, thirty-nine seconds west, one hundred twenty-six and forty-two one-hundredths feet, thence north seventy-seven degrees, seven minutes, forty-two seconds west, three hundred twenty-one and twenty-seven one hundredths feet, thence north eighty-one degrees, seventeen minutes fourteen seconds west, ninety-eight and six-tenths feet, thence north eighty-six degrees, forty-three minutes, thirty-two seconds west, one hundred eighty-five and fifty-two one-hundredths feet, thence north eighty-seven degrees, thirty-two minutes, five seconds west, five hundred eight and eight one hundredths feet, thence north one degree, three minutes, forty-four seconds west, fifty and nine one-hundredths feet to the point of beginning.

The layout above described is indicated on a plan prepared and approved by the Department of Public Works, division of Waterways and Public Lands on file in the Hampden County Registry of Deeds and marked as follows: Location of Right of Way in the Town of Blandford from Cove Road to Long Pond authorized under Chapter 102, Acts of 1925, Scale 1:1000, 1925.

The land taking hereinafter described is indicated on a plan prepared by Durkee, White & Towne, Engineers, on file in the Hampden County Registry of Deeds and marked as follows: Plan of Land Proposed to be taken from Edward K. Lincoln, North Blandford, Mass., for the Location of a Right of Way from Cove Road to Long Pond, Blandford, Mass., authorized under Chapter 102 Acts of 1925, Scale 1' = 1000' Area of Land to be taken = 217948 Sq. Ft. - Located and Bounds set by, Durkee, White & Towne, Engineers, 17 Hampden St., Springfield.

And the following described parcel of land is taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

EDWARD K. LINCOLN Beginning at stone bound in the easterly line of Cove Road or Gibbs Street, North Blandford, Mass., and in the southerly line of Nigger Hill Road, so called, and running thence N. 1°03'44" W. 50.09 feet to a point, thence S. 87°32'05" E. 511.51 feet to a point, thence S. 86°43'32" E. 188.25 feet to a point a little east of the brook leading to Long Pond, thence S. 81°17'14" E. 102.79 feet to a point, thence S. 77°07'42" E. 333.44 feet to a point, thence S. 53°43'39" E. 138.50 feet to a point, thence S. 49°47'13" E. 144.05 feet to a point, thence S. 45°37'05" E. 124.54

feet to a point, thence S. 39°04'58" E. 233.71 feet to a point, thence S. 35°25'55" E. 138.68 feet to a point, thence S. 45°27'04" E. 166.66 feet to a stone bound, thence S. 55°54'51" E. 160.59 feet to a stone bound. Thence S. 25°04'15" W. about 758 feet to a point at the natural water level of Long Pond. Thence N. 55°39'43" W. 51.35 feet to a point at said natural water level of said Long Pond, thence N. 25°04'14" E. about 201 feet to a stone bound on the easterly shore of Long Pond, thence continuing the same course N. 25°04'15" E. 507.15 feet to a stone bound, thence N. 45°27'04" W. 191.18 feet to a stone bound, thence N. 35°25'55" W. 141.47 feet to a stone bound, thence N. 39°04'58" W. 229.27 feet to a stone bound, thence N. 45°37'05" W. 119.87 feet to a stone bound, thence N. 49°47'13" W. 140.51 feet to a stone bound, thence N. 53°43'39" W. 126.42 feet to a stone bound, thence N. 77°07'42" W. 321.27 feet to a stone bound, thence N. 81°17'14" W. 98.60 feet to a stone bound a little east of the brook leading to Long Pond, thence N. 86°43'32" W. 185.52 feet to a stone bound, thence N. 87°32'05" W. 508.08 feet to a stone bound in the easterly line of Cove Road or Gibbs Street, so called, the point of beginning.

The above described taking contains 217,948 square feet of land.

And the owner of the land, over which said highway is thus laid out, is allowed until the first day of April next, to remove therefrom his buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To Edward K. Lincoln \$1.00

To be paid to him out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of Blandford, at the expense of said Town, shall, on or before the first day of November, 1926, complete and finish the same, so that twenty (20) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable the centre of the traveled part shall be the centre of the location. The form and manner of construction shall be as follows: To the satisfaction of the County Commissioners.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

George S. Cook) County Commissioners
Daniel O'Neil ; of the
John Hall) County of Hampden.

Hampden, ss.

County Commissioners' Meeting, Nov. 18, A. D. 1925

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that Blandford Road, about one mile from the village, an existing highway in said town, which lies between Russell and Blandford, that part of said road be specifically repaired by grading, resurfacing and hardening, straightening or otherwise repaired as may be necessary.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.)

E. D. Parks)
F. C. Preston) Selectmen
C. E. Wyman) of the
Town of Russell.

Russell, Mass., July 9, 1925.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 15th day of July, 1925, and due proceedings having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 25, 1925.

On the petition of the Selectmen of Russell, for specific repairs on Blandford Road, an existing highway which lies between Russell and Blandford, and for a sum not to exceed \$1,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of September, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Blandford Road; Commencing on the Blandford Road leading from Russell Village to Blandford Center, west of the home of Frank Hathaway and continuing westerly to the first concrete bridge, a distance of about 1,200 feet; the repairs to consist of blasting two ledges, going back about 12 feet at the deepest place and taking off about 100 feet of the face of one ledge, the other ledge to be cut back about 8 feet and about 60 feet in length; gravel to be put on a portion of the surface and covered with cinders; large stones to be used where a guard rail was needed, about 175 feet in length to be put in.

This work shall be done by the Town of Russell in a workmanlike manner and when completed to the satisfaction of the County Commissioners, the County of Hampden will pay to the Town of Russell the sum of One Thousand Dollars (\$1,000.)

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Selectmen of Russell
Petr. for specific
repairs on Blandford
Road, an existing
highway which lies
between Russell and
Blandford, & for a
sum not to exceed
\$1,000.

Selectmen of East Longmeadow, Petrs. for specific repairs on highway known as Wilbraham Road from the end of present improved portion of said road, and going easterly toward Markham Hill Road, so-called, and for a sum not to exceed \$2,000.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN;-

Respectfully represents the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as Wilbraham Road, from the end of the present improved portion of said road, and going Easterly toward the Markham Hill Road (so Called); that the cost of said repairs has been estimated to be \$6,000 Dollars; the construction to be Stone base gravel-top. That the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$2,000 Dollars together with the State and Town in a like amount toward the expense of said repairs.

Dated this 28th day of July, 1925.

Herman W. King)	
Charles H. Knox	)	Selectmen of
Lewis E. Whitaker	)	the Town of
		East Longmeadow,
		Mass.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 7th day of August, 1925, and due proceedings having been had thereon, on the twenty-fifth day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hamden, ss.

County Commissioners' Meeting Nov. 25, 1925.

On the petition of the Selectmen of East Longmeadow for specific repairs on highway known as Wilbraham Road from the end of present improved portion of said road, and going easterly toward Markham Hill Road, so-called, and for a sum not to exceed \$2,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of September, A. D. 1925 view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Wilbraham, and being locally known as Wilbraham Road; the work to begin at the northeasterly end of the section of said road improved in 1924, station 14+50± and extend in a northeasterly direction to station 60+50±; length actually improved, 4600 feet; these repairs to be made by the Town of East Longmeadow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the town of East Longmeadow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 9, 1925.

In the matter of a petition to the Board of Health of the Town of Chester by E. LeRoy Gardner for an abatement of a public nuisance resulting from the pollution of the stream crossing the property of the petitioner on Middlefield Street and lately known as Sewer Brook, by kitchen refuse, wastes from sink drains, bathrooms, closets, etc., and the refusal of the Board of Health of Chester to abate said public nuisance and coming before the Board of County Commissioners as set forth by a petition in part as follows:

I, therefore, in compliance with the General Laws Chapter 111, Section 141, petition your Honorable Board to hear and determine the application made for the abatement of the nuisance complained of and pass all proper orders abating said nuisance.

E. LeRoy Gardner

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 11th day of September, 1925, and due proceedings having been had thereon, on the 28th day of October, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting October 28, 1925.

In the matter of the petition of E. LeRoy Gardner for abatement of a nuisance in the Town of Chester, after due notice to all parties in interest given as required by law and a hearing held in pursuance to said notice at which hearing all parties desiring to be heard were given an opportunity to be heard, the Commissioners find that a public nuisance resulting from the pollution of a stream crossing the property of the petitioner on Middlefield Street in said Chester and lately known as Sewer Brook exists.

Said nuisance is hereby ordered abated on or before the first day of August 1926 and all persons now sewerage into said brook, directly or indirectly, are ordered to refrain from polluting the waters of said brook by reason of kitchen refuse, wastes from sink drains, bathrooms, closets and stables, on and after said first day of August 1926.

And the Town of Chester are directed within ten days from this date to clean said brook and relieve it of all filth and sewage.

E. LeRoy Gardner,
Petr. to Board of
Health of Town of
Chester for abate-
ment of Public
Nuisance.

And the petitioner is directed to so use the waters flowing over his dam as will facilitate the work of the Town of Chester in cleaning said brook.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden.

Selectmen of Monson, Petrs. for construction of new highway known as Bethany Rd. recently laid out by said Selectmen beginning from a point near junction of Bethany and Carpenter Roads & for sum of \$1500. toward expense of said construction.

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Plan in Book 7
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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Monson, in said County, that common convenience and necessity require that construction of the new highway known as Bethany Road recently laid out by said Selectmen and duly accepted by the Town of Monson be made beginning from a point in the Palmer and Monson Road about two hundred eighty-one (281) feet southwesterly from the southwest corner of a tenement house on land formerly of Edward K. Allen southerly fourteen hundred fifty-five and 79/100 (1455.79) feet to a point near the junction of Bethany and Carpenter Roads.

WHEREFORE, your petitioners pray that your Honorable Board, will after due notice, view and hearing, proceed to order the construction on said highway and that said County contribute a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500.) toward the expense of said construction.

Dated this ninth day of November, 1925.

C. M. Foley)
F. G. Maguire) Selectmen
W. C. Bradway) of the
Town of Monson

The foregoing petition was entered at a meeting of the County Commissioner holden at Springfield within and for said County, on the 10th day of November, 1925, and due proceedings having been had thereon, on the sixteenth day of December, the County Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting December 16, 1925.

On the petition of the Selectmen of Monson for construction of the new highway known as Bethany Road recently laid out by said Selectmen, and for a sum of \$1500. toward the expense of said construction.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of December, A. D. 1925, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Bethany Road beginning from a point in the Palmer and Monson Road about two hundred eighty-one (281)

feet south-westerly from the southwest corner of a tenement house on land formerly of Edward K. Allen southerly fourteen hundred fifty-five and 79/100 (1455.79) feet to a point near the junction of Bethany and Carpenter Roads; the road to be filled with a stone base and a course of stony gravel with a gravel top, width to be approximately thirty (30) feet. A plan of this highway, laid out by the Selectmen, is on file with this case.

This work shall be done by the Town of Monson in a workmanlike manner and when completed to the satisfaction of the County Commissioners, the County of Hampden will pay to the Town of Monson the sum of ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500.)

All damages sustained by any person by reason of said construction on this road shall be paid by the Town of Monson.

George S. Cook)
Daniel O'Neil) County Commissioners
John Hall) of the
County of Hampden

At a meeting of the County Commissioners holden at Springfield on the first Tuesday of October, A. D. 1925, the following cases were dismissed:

		<u>Dismissed Cases</u>
No. 16	Selectmen of Agawam, Petrs. for layout, alteration and specific repairs on Main Street between Bridge Street and River Road in Agawam, and for aid.	
No. 18	Selectmen of Agawam, Petrs. for location, alteration or specific repairs on Main Street, between Agawam Bridge and the northerly terminus of 1924 location, in Agawam and for appropriation.	
No. 20	Selectmen of West Springfield, Petrs. for specific repairs on Bridge Street beginning at easterly end of Agawam Bridge in West Springfield and extending thence easterly to junction of Bridge Street and New Bridge Street, and County of Hampden to pay a sum not exceeding \$20,000.	

October 14, 1925.	Released from Hampden County Training School on parole: Robert Green Andrew Wierkiski Henry St. Marie	<u>Released from Training School</u>
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October 14, 1925.	Order to arrest William F. Connors, holder of permit to be at liberty.	<u>Order to arrest</u>
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October 21, 1925.	Voted, that the salary of Edward G. Clark, Probation Officer, District Court of Western Hampden, be increased.	<u>Vote</u>
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October 21, 1925.	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$882.60 to Mrs. Lillie E. Fletcher in full for all damages by reason of County Commissioners' order of Sept. 19, 1925, wherein certain changes were made in Bridge St., West Springfield.	<u>Order</u>
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October 21, 1925.	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$550. to the Town of Hampden on account of County's proportion of cost of work done on East Longmeadow-Hampden Road in the Town of Hampden.	<u>Order</u>
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<u>Order</u>	October 21, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$700. to the Town of Chester on account of County's proportion of cost of work done on Chester Hill Road in Chester.
<u>Order</u>	October 21, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$2,486.88 to the Town of Blandford on account of County's proportion of cost of work done on Blandford Stage Road in Blandford.
<u>Order</u>	October 21, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$999.90 to the Town of Tolland on account of County's proportion of cost of work done on New Boston Road in Tolland.
<u>Order</u>	October 28, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$889.44 to the Town of West Springfield on account of County's proportion of cost of work done on Bridge Street in West Springfield.
<u>Vote</u>	October 28, 1925	Voted, to employ Edward J. Kelly as Janitor in the Hall of Records.
<u>Order</u>	November 4, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$544.00 to Mr. William Lyons in full for damages by reason of order of County Commissioners dated Sept. 19, 1925 wherein certain changes were made in Bridge St., in West Springfield.
<u>Order</u>	November 4, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$401.00 to Mrs. Elizabeth Lyons in full for damages by reason of order of County Commissioners dated Sept. 19, 1925 wherein certain changes were made in Bridge Street in West Springfield.
<u>Order</u>	November 4, 1925	Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$12,822.25 to the Boston Bridge Works, Inc. of Boston, Mass., in pursuance to an order of the Dept. of Public Works relating to alteration of crossing, Bridge 103.72, Westfield Road, West Springfield.
<u>Order</u>	November 4, 1925	Ordered, that the sum of \$1,000. be paid from the County Treasury to the Town of Montgomery.
<u>Released from Training School</u>	November 11, 1925	Thomas Martin released from Hampden County Training School on Parole.
<u>Vote</u>	November 11, 1925	Voted, to employ Geo. H. McClean Company to install one #24 Unit Reed filter erected complete in the Hall of Records, at \$1500. same to be performed by day work.
<u>Order</u>	November 11, 1925	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$570. to Celeste Balboni in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., West Springfield.

October Meeting 1925

November 11, 1925.	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$541. to Romilda and Celeste Balboni in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge, St., in West Springfield.	Order
November 11, 1925.	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay to Treasurer of Commonwealth of Mass., on State Highway account under provisions of Ch. 221 of General Acts of 1915 and Ch. 572 of Acts of 1920 the sum of \$7,823.43	Order
November 11, 1925.	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay to Treasurer of Commonwealth of Mass., on State Highway account the sum of \$27,783.40.	Order
November 13, 1925.	Ordered, that Fred A. Bearse, County Treasurer be authorized and directed to pay \$2,338.08 to the Hoyt Construction Co. of Holyoke.	Order
November 18, 1925.	Ordered to arrest Joseph Morgan holder of permit to be at liberty.	Order to Arrest
November 21, 1925.	Ordered, that Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$4,783.50 to the Hoyt Construction Company of Holyoke.	Order
November 25, 1925.	Ordered, that Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$698. to Julia Marie Leay, Francis Leay, Margaret Leahy and Edward Leahy in full for all damages by reason of County Comms. order of Sept. 19, 1925 wherein certain changes were made in Bridge St., West Springfield	Order
November 25, 1925.	Ordered, that Fred A. Bearse, County Treasurer be authorized and directed to pay the sum of \$3,581.67 to the Lane Construction Corporation of Meriden, Conn.	Order
November 25, 1925.	Ordered, that the sum of \$2,000. be paid from the County Treasury to Town of Southwick on part of Congamond Road.	Order
December 2, 1925.	Voted, to grant Oswin B. Brockett, Court Messenger, a leave of absence, with salary.	Vote
December 2, 1925.	Ordered, that the sum of \$300. which is balance of County's proportion of cost of work done on Chester Hill Road, be paid from County Treasury to Town of Chester.	Order
December 2, 1925.	Ordered, that the sum of \$950. be paid from the County Treasury to Town of Hampden which is balance of County's proportion of work done on East Longmeadow-Hampden Road.	Order
December 2, 1925.	Ordered, that the sum of \$4,986.74 be paid from the County Treasury to the Town of Ludlow on Belchertown Road.	Order
December 2, 1925.	Ordered, that the sum of \$1,000. be paid from the County Treasury to the Town of Chester on Middlefield Road.	Order

<u>Order</u>	December 2, 1925	Ordered, that the sum of \$2,000. be paid from County Treasury to Town of East Longmeadow on Somers Road.
<u>Order</u>	December 2, 1925	Ordered, that the sum of \$3,000. be paid from County Treasury to Town of East Longmeadow on Hampden Road.
<u>Order</u>	December 7, 1925	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay \$5,652.24 to Hoyt Construction (Corporation of Meriden, Conn.) Company of Holyoke, Mass.
<u>Order</u>	December 7, 1925	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay \$7,668.33 to the Lane Construction Corporation of Meriden, Conn.
<u>Order</u>	December 7, 1925	Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Russell for work done on Blandford Road.
<u>Order</u>	December 7, 1925	Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Tolland which is balance of County's proportion of cost of work done on Tolland-New Boston Road.
<u>Order</u>	December 7, 1925	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay \$3,511.89 to the Town of West Springfield on account of County's proportion of cost of work done on Bridge Street in West Springfield.
<u>Order to Arrest</u>	December 7, 1925	Order to arrest Albert Calkins, holder of permit to be at liberty.
<u>Released from Training School</u>	December 9, 1925	Released from Hampden County Training School on parole: William H. McDevitt Victor Morace Tadulucz Sokoloski
<u>Order to Arrest</u>	December 16, 1925	Order to arrest Edward Kaveney of Chicopee, holder of permit to be at liberty.
		Acceptance of highway in Granville on petition #31, Inhabitants of the Town of Granville.
		Acceptance of highway in Granville on petition #14, Joseph Welch et als.
<u>Order</u>		Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay \$1,825.00 to Town of Granville which is balance of County's proportion of cost of work done on Main Road in Granville.
<u>Order</u>		Ordered, that the sum of \$2,000. be paid from County Treasury to Town of East Longmeadow for work done on Wilbraham Road.
<u>Order</u>		Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Chester for work done on East River Road.

October Meeting 1925

DEER DAMAGE CASES FOR MONTH OF OCTOBER 1925

1925

			Amount	Fees & Travel
October 14	Everett E. Bradley	Wales	\$5.00	\$2.00
" 14	R. D. Beman	Westfield	123.00	6.00
" 14	Merrill Brooks	Granville	26.00	5.00
" 21	Henry Barnes	Granville	21.00	5.40

Claims for damages
done by deer

The sum of Five Hundred and Four Dollars and Eighty-five cents (\$504.85) is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Allowance for damage
done by dogs

Land Damages \$1.00

Land Damages

Sundry accounts being presented, are allowed and the same amounting to the sum of one hundred seventy-eight thousand, two hundred eighty-one dollars and fifty-two cents are ordered to be paid from the County Treasury.

Sundry Accounts
\$178,281.52



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Inhabitants of Town of Brimfield, Petrs. for relocation & alteration of highway leading from East Brimfield to Brimfield & from Wales to Sturbridge & for discontinuance of highway leading from East Brimfield to Brimfield & from such intersection of said highway to point on new State highway leading from Brimfield to Sturbridge.

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Plan in Book 8
Page 12

To the County Commissioners of the County of Hampden:-

The undersigned, inhabitants of the Town of Brimfield in said County, respectfully represent that there is a public way known as the County highway from East Brimfield to Sturbridge in the County of Worcester. Said highway is located on the easterly side of a triangular piece of land owned by Frederic A. Charles of Palmer, Mass. That said boundaries are ill-defined and uncertain and that at places between the points named said highway is too narrow to reasonably accommodate the travel thereon, and is dangerous.

WHEREFORE, your petitioners pray that after due proceedings in the premises, your Honorable Board will re-locate said public way thro the triangular piece of land of said Frederic A. Charles, from such points on the highway leading from East Brimfield to Brimfield and from the highway leading from Wales to Sturbridge, for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require. And to discontinue the use of the present highway easterly of the triangular piece of land of the said Frederic A. Charles from such point of intersection of said highway leading from East Brimfield to Brimfield and from such intersection of said highway to point on the new State highway leading from Brimfield to Sturbridge.

Clarence B. Brown
Jas. A. G. Hoyt
Hubert F. Booth
Frank S. Gifford
Munroe G. Tarbell
Penuel A. Parker
C. W. Robinson
Herman C. Maddocks

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 31st day of August, 1925, and due proceedings having been had thereon, on the 24th day of March, 1926, the County Commissioners file the following relocation report and discontinuance, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss County Commissioners' Meeting March 24, 1926.

On the petition of the Inhabitants of the Town of Brimfield praying for a highway to be relocated and altered, said highway leading from East Brimfield to Brimfield and from Wales to Sturbridge, and for discontinuance of highway leading from East Brimfield to Brimfield and from such intersection of said highway to point on new State highway leading from Brimfield to Sturbridge.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 14th day of October, A. D. 1925, view said highways, and heard all parties interested, and did adjudge that common convenience and necessity required that the highway first mentioned in said petition should be relocated and altered, and that

the highway mentioned second in said petition should be discontinued as hereinafter set forth. At the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway first mentioned in the manner following:

The easterly line of the proposed layout is described as follows:

Beginning at a point in the southerly line of the 1923 State highway layout in the Town of Brimfield, East, said point being the southerly Massachusetts Highway Bound at station 15+90.88 and said Massachusetts Highway Bound being on the westerly end of the southerly line bearing N. 72°49'06" W, thence by a curve to the left, radius 116 feet for a distance of 163.45 feet to a point of compound curve, thence by a curve to the left, radius 324.46 feet for a distance of 82.22 feet, thence S 10°37'54" W 55 feet plus or minus to an intersection with the present stone wall on the easterly side of the Holland Road.

The westerly line of the proposed layout is described as follows:

Beginning at a point in the southerly line of the 1923 State highway layout in the Town of Brimfield, East, said point being 132.42 feet westerly on curve from the aforesaid Massachusetts Highway Bound, thence from a tangent bearing S 42°38'20" curve to the left, radius 374.46 feet for a distance 162 feet plus or minus to an intersection with the present stone wall on the westerly side of the Holland Road.

All as shown on plan entitled "Plan Showing Proposed Layout of a section of Highway in the Town of Brimfield, (Hampden County), between Holland Road and Brimfield Road, East, State highway layout Station 14+50 to 16, scale 40 feet to the inch,"---on file in Clerk of Courts office, Court House, Springfield, Mass.

The Commissioners decree that the short stretch of road leading from Holland-Brimfield to the Sturbirdge road be discontinued as follows: Beginning at a point near the Church at East Brimfield running northerly over land of Dr. Frederic A. Charles to the main Sturbirdge road, as shown on said plan.

The relocation does not involve the taking of any land by eminent domain.

Any improvement of said way shall be made at the expense of the Town of Brimfield.

All damages sustained by any person by reason of the relocation and alteration of said highway, shall be paid by the Town of Brimfield.

George S. Cook)	
Daniel O'Neil)	:County Commissioners
John Hall)	of the
	: County of Hampden

Order

December 22, 1925

Ordered, that the sum of \$1,250. be paid from County Treasury to Town of Blandford which is balance of County's proportion of cost of work done on Blandford-Otis Road.

Order

Ordered, that the sum of \$1,500. be paid from the County Treasury to Town of Monson, for construction of Bethany Road.

Order

Ordered, Fred A. Bearse, County Treasurer be authorized and directed to pay the sum of \$132.26 to the Boston Bridge Works, Inc. of Boston, Mass. in pursuance to an order of the Dept. of Public Works relating to alteration of crossing, Bridge 103.72 Westfield Road, West Springfield.

Vote

Voted, Fred A. Bearse, County Treasurer, authorized to purchase \$10,000. of Bell Tel Canada 5s March 1955; and \$5,000. Queensboro Gas & Elec. 5s Sept. 1955; & \$5,000. Twin States Gas & Elec. 5s Oct. 1953 from War Chest Fund of the County of Hampden.

Order

December 28, 1925

Ordered, that the sum of \$2,403.65 be paid from County Treasury to Town of Wilbraham for work done on Ludlow Road.

Order

Ordered, that Fred A. Bearse, County Treasurer, be authorized and directed to pay \$3,870.42 to Town of West Springfield on account of County's proportion of cost of work done on Bridge St., in West Springfield.

Order to Transfer
(2)

Clerical Assistance in County of Offices	\$3,633.67
Repairing, furnishing and improving county buildings,	2,430.53
Total	\$6,064.20

Vote

December 30, 1925

Voted, to pay Elizabeth A. Mahoney, Matron at the Jail, \$500. extra compensation for services rendered as Night Matron from February 1, 1923 to March 1, 1924.

Order to transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, December 30, 1925.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Jail and House of Correction in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Five Hundred (500) dollars in addition to the amount authorized by law for the purpose aforesaid. The reason for such transfer is that the appropriation authorized for the purpose aforesaid is for extra compensation for Elizabeth A. Mahoney, for services performed in 1923 and 1924.

George S. Cook) County

Approved Dec. 31, 1925.

John Hall) Commissioners

Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

Order to transfer

Hampden, ss.

Springfield, December 30th, 1925.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairing, furnishing and improving county buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve for transfer only the sum of two thousand one hundred twenty-one dollars and fifteen cents (\$2,121.15) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted. This is in addition to \$2,430.53 already authorized.

George S. Cook) County

Approved Dec. 31, 1925:

John Hall) Commissioners

Theodore N. Waddell
Director of Accounts

January 6, 1926 Voted, this day to appoint Henry W. Ely of Westfield Hampden County, Mass., as attorney for the Hampden County Commissioners, for the year 1926, and he is hereby appointed.

Vote

Ordered, that Fred A. Bearse, County Treasurer, is authorized to pay \$10,556.14 received as rentals from the Springfield Street Railway Company under its contract with the County of Hampden with reference to the Hampden County Memorial Bridge.

Order

January 7, 1926 George S. Cook, Esquire, of Springfield, chosen by Ballot, Chairman, for ensuing year.

Voted, to appoint George E. Maxwell of West Springfield, Hampden County, Mass., as Assistant Court Messenger, at the Hampden County Court House at a salary of \$1900. per annum.

Vote

Voted, to appoint John J. Courtney of Springfield, Hampden County, Massachusetts, as Court House Messenger at the Hampden County Court House at a salary of \$2000. per annum.

Vote

January 14, 1926 County Estimate filed.

County Estimate

January 20, 1926 Ordered, Fred A. Bearse, County Treasurer, authorized and directed to pay \$530. to Louise J. Mitchell and Elizabeth D. Young in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., in West Springfield.

Order

	January 27, 1926	Apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County.
<u>Order to arrest</u>	February 3, 1926	Order to arrest holder of parole, Edward Byrnes.
<u>Vote</u>	February 3, 1926	Voted, Fred A. Bearse, County Treasurer, authorized to purchase \$10,000. Principal, of Western United Gas & Electric Co. from the War Chest Fund of the County of Hampden.
<u>Released from Training School</u>	February 10, 1926	Released from Hampden County Training School on parole Salvatore Merno Tony Skalykitis
		Name of North Street changed to Dwight Street in an order passed by the Board of Aldermen and Common Council and approved by the Mayor advising County Commissioners by letter of this change.
<u>Released from Training School</u>	February 17, 1926	Released from Hampden County Training School on parole Roy Bagge.
<u>Annual Report</u>	February 24, 1926	Annual Report filed. All votes and decisions of the County Commissioners during the calendar year 1925 were not unanimous.
<u>Order</u>		Order to permit Michael J. Lynch to be at liberty as a prisoner for a period of 14 days under Ch. 127, Sec. 128, of the General Laws.
<u>Order to arrest</u>		Order to arrest William F. Connors, holder of permit to be at liberty, 36 days good time off.
<u>Vote</u>	March 10, 1926	Voted, to award County of Hampden Notes, Nos. 237 to 256 inc. dated March 10, 1926, payable Nov. 5th for \$300,000. to Chicopee National Bank of Springfield, Mass., at 3.71 discount basis plus \$3.25.
<u>Released from Training School</u>		Warren Whitaker released from Hampden County Training school on parole.
<u>Order</u>	March 17, 1926	Order to permit Michael J. Lynch to be temporarily at liberty until April 5, 1926 under Ch. 127, Section 128, of the General Laws.
<u>Order</u>	March 24, 1926	Ordered, County Treasurer, authorized and directed to pay sum of \$11,526.65 to Hampshire County on Tuberculosis Hospital Account, and to reimburse County of Hampden \$323.24 account of 1924, and \$2,478.34 account of 1925.
<u>Order</u>		Ordered, County Treasurer authorized and directed to pay \$1,967.16 to Town of West Springfield which is balance of County's proportion of cost of work done on Bridge St., West Springfield. Commissioner Hall dissented.

March 31, 1926 Order to permit Michael J. Lynch to be temporarily at liberty until April 15, 1926 under Ch. 127 Section 128 of the General Laws.

Order

March 31, 1926 Voted to award contract for a new washing machine at the Hampden County Jail, to Troy Laundry Machinery Co., of Boston according to their bid in letter of March 20, 1926.

Vote

April 6, 1926 Voted to re-appoint Mr. William H. Dexter of Springfield, a member of the Board of Trustees for County Aid to Agriculture.

Vote

Voted to re-appoint Mr. Fred D. Rogers of Monson, a member of the Board of Trustees for County Aid to Agriculture.

Vote

Voted to re-appoint Mr. George S. Cook, of Springfield, a member of the Board of Trustees for County Aid to Agriculture.

Vote

DEER DAMAGE CASES FOR MONTH OF JANUARY 1926

1926		Amount	Fees & Travel
January 6, 1925	Edward A. Jensen, Granville	\$80.00	\$4.80
January 20, "	R. D. Beman, Westfield	66.15	5.40

Claim for damages
done by deer

The sum of One Hundred Eighty-one Dollars and Forty-five cents (\$181.45) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done by
dogs

Sundry accounts being presented, are allowed and the same amounting to the sum of eighty-one thousand six hundred thirty-seven dollars and seventy-seven cents are ordered to be paid from the County Treasury.

Sundry Accounts
\$81,637.77

<u>Dismissed Case</u>	At a meeting of the County Commissioners holden at Springfield on the second Tuesday of April, A. D. 1926, the following case was dismissed:-	
No. 25	Selectmen of Granville, Petrs. for relocation, alterations and specific repairs on highway leading from Granville to Hartland beginning at the top of Dishmill hill so-called and extending southwesterly about 1400 feet, and for aid.	
<u>Released from Training School</u>	April 14, 1926	Released from Hampden County Training School on parole, Roman Partyka.
<u>Order</u>	April 16, 1926	Order, passed by Board of Aldermen March 29, 1926 and approved by Mayor on March 30, 1926, that Main Street from the Chicopee line to Columbus Avenue be renumbered See plan book. Plan in drawer of plan case.
<u>Order</u>		Order passed by Board of Aldermen and approved by the Mayor on Dec. 7, 1925 that Fountain Street be renumbered from Woodlawn Street, extending easterly to Belmont Avenue; said numbering to be an extension easterly of the present numbering system used for said Fairview Street and Fountain Street, between Dickinson Street and Woodlawn Street. No Plan.
<u>Order to arrest</u>	April 28, 1926	Order to arrest holder of parole, Andrew Wierkoski.
<u>Order to arrest</u>		Order to arrest John Devine, holder of permit to be at liberty.
<u>Vote</u>		Voted, County Treasurer authorized and directed to pay to the Treasurer of the Trustees for County Aid to Agriculture the sum of \$30,000. in four payments.
<u>Order</u>		Ordered, County Treasurer authorized and directed to pay to County of Hampshire the sum of \$10,301.41 in two payments,- County of Hampden's share of expense of maintenance of Mt. Tom Reservation Commission.
<u>Order to arrest</u>	May 5, 1926	Order to arrest holder of parole, William H. McDevitt
<u>Resolutions</u>	May 26, 1926	Resolutions passed upon the death of Daniel O'Neil.
<u>Votes</u>		Voted, to employ Meekins, Packard and Wheat to install new furniture in the Palmer District Court Room.
		Voted to increase salary of Edward J. Kelly, Janitor in the Hall of Records.
		Voted to increase salary of Patrick Leahy, Janitor in the Court House.
	June 2, 1926	Voted to increase salaries of Leah Foster, Welthy Northrop, Hilda Kuhn and Dorothy Browning, Clerks in the Springfield District Court, Criminal and Civil Side.

April Meeting 1926

June 9, 1926 Released from Hampden County Training School on parole:

Frank Nizinski
Stanley Moskal
Raffael Mazaraco

Released from
Training School

Apportionment of County Tax

Apportionment of
County Tax

Agawam	\$10666.66
Blandford	1537.53
Brimfield	1921.92
Chester	2306.30
Chicopee	84564.57
East Longmeadow	4036.03
Granville	1153.15
Hampden	960.96
Holland	288.28
Holyoke	180660.69
Longmeadow	9609.60
Ludlow	13741.74
Monson	5573.57
Montgomery	384.38
Palmer	22102.10
Russell	7111.11
Southwick	2882.88
Springfield	372660.72
Tolland	576.57
Wales	768.76
West Springfield	38342.34
Westfield	33153.15
Wilbraham	4996.99
	<u>\$800000.00</u>

Warrant issued June 9, 1926.
To be paid on or before November 1, 1926.

June 9, 1926 Order to arrest holder of parole, John Brown.
Order to arrest holder of parole, Thomas Martin.

Order to arrest

Voted to increase salaries of Helen Z. Greeley, Frances
E. Greene, Martha V. Reed and Ruth I. Gray, Clerks in
the Superior Court.

Vote

June 16, 1926 Order passed by Board of Aldermen May 24, 1926, and by
the City Council and approved by the Mayor June 7, 1926,
that part of Chicopee Road between St. James Avenue
and Carew Street is to be known hereafter as Nottingham
Street.

Order

Claim for damages
done by deer

DEER DAMAGE CASES FOR MONTH OF MAY, 1926.

1926			Amount	Fees & Travel
May 12, 1926	Edward A. Jensen	Granville	\$56.50	\$4.20
" " "	Peal Phelon	"	15.00	1.20
May 19, 1926	John Chumura	Westfield	5.00	1.80
May 20, 1926	Charles E. Palmer	Westfield	65.00	5.40
May 20, 1926	R. D. Beman	Westfield	55.00	5.40
May 26, 1926	Stanley C. Howes	Brimfield	30.00	8.20
May 26, 1926	Fred N. Lawrence	Brimfield	30.00	8.20

Allowance for damage
done by dogs

The sum of Three Hundred Forty-seven Dollars and Seventy Cents (\$347.70) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the Treasurer under the provisions of said Statutes.

Sundry Accounts
\$77,533.79

Sundry accounts being presented, are allowed, and the same, amounting to the sum of Seventy-Seven Thousand Five Hundred Thirty-Three Dollars and Seventy-Nine Cents are ordered to be paid from the County Treasury.

To the Honorable, The County Commissioners of the County of Hampden:

Respectfully represent your petitioners that they are the Selectmen of the Town of Agawam, a municipal corporation located within said County of Hampden, and are by vote of said Town, authorized and directed to make this petition.

That Elm Street, a public highway within said town, from Main Street to Silver Street is narrow, crooked, and its boundaries are missing or undefined; that common convenience and necessity require that it be laid out, altered and relocated.

Wherefore your petitioners pray that after due proceedings had, your Honorable Board lay out, alter, and relocate said highway within the termini hereinbefore set forth.

Giles W. Halladay

James L. Hanchett, Jr.

H. Preston Worden
Selectmen of Agawam

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the first day of April, 1925, and due proceedings having been had thereon, on the twenty-second day of September, the Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting Sept. 22, 1936

On the Petition of the Selectmen of Agawam praying for a highway to be laid out, altered and relocated - Elm Street, from Main Street to Silver Street, in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 27th day of May A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, altered and relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, alter and relocate said highway in the manner following:

Beginning at a stone bound in the westerly line of Main Street, said bound being 18.32 feet southerly from a brown stone bound marking an angle in said westerly line of Main Street and running thence south 73°40' west 1869.75 feet to a stone bound at land of the Agawam Company, about 90 feet west of the brook, thence south 84°18' west 188.30 feet to a stone bound near the Woolen Mill, thence by a curve to the left, radius 1147.26 feet, arc 351.58 feet to a stone bound, thence south 66°44'30" west 367.22 feet to a stone bound at the intersection with the northerly line of Mill Street, thence continuing the same course south 66°44'30" west and crossing Mill Street, 80.07 feet to a stone bound at the junction of Silver and Mill Streets. The above described line is the northerly line of Elm Street and the southerly line is 60 feet from and parallel thereto. Stone bounds are set on both sides at all the angles. All as shown on plan made by Durkee, White & Towne, December 1925.

Selectmen of Agawam
Petr. for layout,
alteration & relocation of Elm Street
from Main Street to
Silver Street in
Agawam.

16

Plans in Book 7
Pages 104, 105 &
106

The lay out, alteration and relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Agawam.

Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)
John Hall) County
Charles W. Bray) Commissioners

Hampden, ss.

County Commissioners' Meeting, Sept. 23, A.D. 1926

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

Selectmen of Town of Southwick, Petrs. for location of Congamond Road leading from Gillett Corner College Highway to West Suffield Town line for purpose of establishing boundary lines also alterations in course and width.

22

Plans in Book 8
Page 13-18, incl.

To the County Commissioners of the County of Hampden:

The undersigned, Selectmen of the Town of Southwick, in said County, respectfully represent that there is a public way in said town known as Congamond Road leading from Gillett Corner, College Highway to West Suffield town line, that the boundaries of said public way from the said corners to West Suffield town line are ill-defined and uncertain, and at places between the points named said highway is too narrow to accomodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises, your Honorable Board will locate said public way between the points named for the purpose of establishing the boundary lines of said way and making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Southwick, Mass. Dec. 14th, 1925.

William S. Barnes)
George W. Phelps) Selectmen of
Kenneth E. Gillett) the Town of
Southwick.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the sixteenth day of December, 1925, and due proceedings having been had thereon, on the twenty-ninth day of September, the Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Sept. 29, 1925.

On the Petition of Selectmen of the Town of Southwick praying for a highway to be located (Congamond Road) in Southwick. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-ninth day of June A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And at the time of said view, no person interested having objected, after adjudica-

ting as aforesaid, said Commissioners now locate said highway in the manner following:

NORTH-EASTERLY LINE OF CONGAMOND ROAD, SOUTHWICK

Beginning at a stone bound in the Easterly line of the College Highway at a point distant, South-westerly, 233.29 feet from a stone bound marking the beginning of a course of said Highway described as bearing S. 32°01'22" W. 905.89 Feet -

Thence Southerly by a curved line of 30.00 feet radius 32.59 feet to a stone bound - thence S. 30°13'08" E. by land of Arthur Gillett, 1620.54 feet to a stone bound - thence S. 21°01'08" E. by land of Frank Hamilton, 744.14 feet to a stone bound - thence to the left by a curved line of 232.10 feet radius, by land of said Hamilton, 172.20 feet to a stone bound - thence S. 63°31'38" E. by land of said Hamilton, 241.89 feet to a stone bound - thence S. 76°25' E. by land of said Hamilton and lands of Salenda Gillett, W. S. Saunders and C. E. Saunders, 641.52 feet to a stone bound - thence S. 73°02'25" E. by lands of C. E. Saunders G. Keith Saunders, and W. J. Phelps, 1245.77 feet to a stone bound - thence S. 72°18'25" E. partly by land of W. J. Phelps and partly by land of the Berkshire Ice Co. 940.51 feet to a stone bound - thence to the right by a curved line of 2050.00 feet radius, 326.29 feet by land supposed to belong to W. S. Saunders to a stone bound - thence S. 63°11'15" E. by land of said Saunders, 205.00 feet to a stone bound - thence to the left by a curved line of 238.00 feet radius, partly by land supposed to belong to said Saunders and partly by land supposed to belong to the Town of Southwick, 211.85 feet to a point near the shore line of Congamond Lake - thence N. 65°48'45" E. by said Lake, about 125 feet to the Mass.-Conn. State Line. A marker being set at the beginning of this course 12.50 feet (measuring at right angles to said course) into the Highway.

SOUTH-WESTERLY LINE OF CONGAMOND ROAD, SOUTHWICK

Beginning at a stone bound in the Easterly line of the College Highway at a point distant South-Westerly 357.59 feet from a stone bound marking the Northerly end of a course of said Highway described as bearing S. 32°01'22" W. 905.89 feet - said point of beginning being 124.30 feet south-westerly, measuring along the Easterly line of said Highway, from the stone bound at the beginning of the North-easterly line of Congamond Road - thence Northerly and Easterly by a curved line of 30.00 feet radius, 61.66 feet to a stone bound - thence S. 30°13'08" E. by land of Arthur Gillett, 1558.62 feet to a stone bound - thence S. 21°01'08" E. by land of Arthur Gillett, 435.23 feet to a stone bound - thus far the highway is 50.00 wide - thence S. 18°20'30" E. by land of William Storey, 278.31 feet to a stone bound - thence to the left by a curved line of 300.05 feet radius, partly by land of William Storey and partly by land of Bessie A. Mason, 242.70 feet to a stone bound - thence S. 64°41'08" E. by land of said Mason 247.42 feet to a stone bound - At this point the highway is 50.00 feet wide and continues 50.00 wide throughout-, the width of the highway described in the last three courses being of varying width. Thence S. 76°25' E. partly by land of Joseph Couture and partly by land of A. Waldron and

George Miller, 645.67 feet to a stone bound - thence S. 73°02'25" E. partly by land of said Waldron and Miller and partly by land owned by the Town of Southwick (the School House Lot) and partly by land owned by the Berkshire Ice Co. 1243.98 feet to a stone bound - Thence S. 72°18'25" E. partly by land of the Berkshire Ice Co. and partly by land supposed to belong to one Desmond, 940.19 feet to a stone bound - thence to the right by a curved line of 2000.00 feet radius, by land of said Desmond, 318.33 feet to a stone bound - thence S. 63°11'15" E. by land of said Desmond 205.00 feet to a stone bound - thence to the left by a curved line of 288.00 feet radius, partly by land of said Desmond and partly by land of the Berkshire Ice Co. 256.35 feet to a stone bound - thence No. 65°48'45" E. by the South Pond, so called, about 150 feet to the Mass.-Conn. State Line. The beginning of this course being marked by a stone bound set 12.50 feet (measuring at right angles to said course) into the highway.

The lay-out does not involve the taking of any land by Eminent Domain. Any improvement of said way shall be made at the expense of the Town of Southwick. Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)
John Hall)
Clarence H. Granger) Assoc. Commissioner

Hampden, ss.

County Commissioners' Meeting, Sept. 29, A.D. 1926.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

Selectmen of Brimfield, Petrs. for specific repairs on Sturbridge Road, which lies between East Brimfield and Brimfield-Sturbridge Road, and for \$200.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that Sturbridge Road, an existing highway in said town, which lies between East Brimfield and Brimfield-Sturbridge Road that part of said road be specifically repaired as may be necessary.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$200. towards the expense of said repairs.

Dated this first day of March, 1926.

Clarence B. Brown)
Hubert F. Booth)
Gardner W. Norcross) Selectmen
 of
 Brimfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the eighth day of March, 1926, and due proceedings having been had thereon, on the fifteenth day of September, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 15, 1926

On the petition of the Selectmen of the Town of Brimfield, Petrs. for specific repairs on Sturbridge Road, which lies between East Brimfield and Brimfield-Sturbridge Road, and for \$200.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Brimfield to Holland, and being locally known as the Holland Road, the work to begin at the junction of said road with the State highway and the Wales Road, at station 0, and extend in a southerly direction to station 3+0; length actually improved, 300 feet; these repairs to be made by the Town of Brimfield according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN;

Respectfully represents the undersigned, Selectmen of the Town of East Longmeadow, in said County, that the common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as the Somers Road from the end of the portion at present macadamized to the boundary line between Massachusetts and Connecticut, about 5350 feet; that the cost of said repairs has been estimated to be \$9,000; the construction to be tar-bound macadam. Also, that the County of Hampden will be greatly benefited by said repairs if they are made.

WHEREFOR your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made, and that the

Selectmen of East Longmeadow, Petrs. for specific repairs on Somers Road from end of portion at present macadamized to boundary line between Mass. & Conn. about 5350 feet & for a sum not to exceed \$3,000. from the county

County of Hampden contribute a sum not to exceed \$3,000 together with the State and Town in like amount, toward the expense of said repairs.

Signed by us this second day of March, 1926.

Herman W. King

Roy O. Baggs

Lewis E. Whitaker

Selectmen of East Longmeadow

A true copy, Attest: R. A. Denslow, Town Clerk.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 9th day of March, 1926, and due proceedings having been had thereon, on the fourth day of August, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting August 4, 1926.

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Somers Road from end of portion at present macadamized to boundary line between Massachusetts and Connecticut, and for a sum not to exceed \$3,000. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of May, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Somers, Conn., and being locally known as the Somers Road; the work to begin at the end of the section of said road improved in 1925, station 60+0, and extend in a southerly direction to station 113+40; length actually improved, 5340 feet; these repairs to be made by the Town of East Longmeadow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook) County Commissioners
John Hall) of the
Charles W. Bray) County of Hampden
Assoc. Comm.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of East-Longmeadow, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as Wilbraham Road, from the end of the present improved portion of said road, and going Easterly to the junction with the Markham Hill Road (so called); that the cost of said repairs has been estimated to be \$1,500; the construction to be stone-base, gravel top. Also, that the County of Hampden will be greatly benefitted by said repairs if they are made.

Selectmen of East Longmeadow, Petrs. for specific repairs on Wilbraham Road from end of present improved portion going easterly to junction with Markham Hill Road & for a sum not to exceed \$500. from the County.

WHEREFOR your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County of Hampden contribute a sum not to exceed \$500 together with the State and Town in like amount, toward the expense of said repairs.

Signed by us this second day of March, 1926.

Herman W. King

Roy O. Baggs

Lewis E. Whitaker

Selectmen of East Longmeadow.

A true copy, Attest: R. A. Denslow, Town Clerk.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 9th day of March, 1926, and due proceedings having been had thereon, on the twenty-second day of September, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting Sept. 22, 1926.

On the petition of the Selectmen of the Town of East Longmeadow, for specific repairs on Wilbraham Road from end of present improved portion going easterly to junction with Markham Hill Road and for a sum not to exceed \$500. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of May A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Wilbraham, and being locally known as the Wilbraham Road; the work to begin at the end of the section of said road improved in 1925, station 60+50, and extend in a northerly direction to station 69+0; length actually improved, 850 feet; these repairs to be made by the Town of East Longmeadow according to specifications set forth in agreement of the Department of public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town

of East Longmeadow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden

Selectmen of East Longmeadow, Petrs. for specific repairs on Shaker Road from end of portion at present macadamized and going southerly toward boundary line between Mass. and Conn. & for a sum not to exceed \$2,000. from the County.

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TO THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known locally as the Shaker Road, from the end of the portion at present macadamized, and going Southerly toward the boundary line between Massachusetts and Connecticut; that the cost of said repairs has been estimated to be \$6,000; the construction to be tar-bound macadam. Also, that the County of Hampden will be greatly benefitted by said repairs if they are made.

WHEREFOR your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that the County of Hampden contribute a sum not to exceed \$2,000. together with the State and Town in like amount, toward the expense of said repairs.

Signed by us this second day of March, 1926.

Herman W. King)
Roy O. Baggs) Selectmen of
Lewis E. Whitaker) East Longmeadow

A true copy, Attest:

R. A. Denslow, Town Clerk.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 9th day of March, 1926, and due proceedings having been had thereon, on the eleventh day of August, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting August 11, 1926.

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Shaker Road from end of portion at present macadamized and going southerly toward boundary line between Massachusetts and Connecticut, and for a sum not to exceed \$2,000. from the County.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of May, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having

objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Enfield, Conn., and being locally known as the Shaker Road; the work to begin at the end of the present macadam surfacing, station 20+0± and extend in a southerly direction to station 52+0±; length actually improved 3200 feet; these repairs to be made by the Town of East Longmeadow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require the resurfacing of Alden Street, an existing highway in said Town which lies between the Town of Ludlow and Town of Belchertown, that part of said road be specifically repaired, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed \$1250. toward the cost of said repairs.

Herbert A. Bartlett)
Thomas J. Hyland) Selectmen,
H. M. Sanford) Ludlow, Mass.

Dated this fourteenth day of April, A. D. 1926.

the foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 15th day of April, 1926, and due proceedings having been had thereon, on the 11th of August, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, August 11, 1926.

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Alden Street which lies between Ludlow and Belchertown and for a sum not to exceed \$1,250. toward cost of said repairs.

Selectmen of Town of Ludlow, Petrs. for specific repairs on Alden St. which lies between Ludlow & Belchertown, and for a sum not to exceed \$1250. toward cost of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow to Belchertown and being locally known as the Belchertown Road, or Alden Street; the work to begin at the end of the section of said road improved in 1925, station 43+50 and extend in a northerly direction to the Belchertown line, station 0+0; length actually improved, 4350 feet; these repairs to be made by the Town of Ludlow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND TWO HUNDRED AND FIFTY DOLLARS (\$1250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden.

Selectmen of Ludlow,
Petr. for specific
repairs on Alden St.
which lies between
Ludlow & Belchertown
& for a sum not to
exceed \$750. toward
cost of said repairs

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require the resurfacing of Alden Street, an existing highway in said Town which lies between the Town of Ludlow and the Town of Belchertown, that part of said road to be specifically repaired, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed Seven Hundred and Fifty Dollars (\$750.00) toward the cost of said repairs.

Herbert A. Bartlett)
Thomas J. Hyland) Selectmen
H. M. Sanford) of
Ludlow,
Mass.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 12th day of June, 1926, and after due proceedings had been had thereon, on the 11th day of August, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, August 11, 1926.

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Alden Street which lies between Ludlow and Belchertown, and for a sum not to exceed \$750. toward the cost of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow to Belchertown, and being locally known as the Belchertown Road, or Alden Street, these repairs to be made by the Town of Ludlow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with petition No. 39, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed SEVEN HUNDRED AND FIFTY DOLLARS (\$750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook)	County Commissioners of the County of Hampden.
John Hall)	
Charles W. Bray)	

We, the undersigned, residents of the Town of Russell, hereby certify and represent that public necessity and convenience do not require the continuance of a certain road in said Town of Russell, crossing private property and described as follows: Beginning at a point about 40 feet from an iron pin in a small stream on the north-westerly land of Mary E. Simons, then running easterly about one hundred and fifty feet on said land then southerly about one hundred and fifty feet to the southerly line of the said land of Mary E. Simons.

Wherefore, your petitioners pray that after due proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that said road lying between the points above described shall be discontinued and will make and enter such orders and decrees as may be proper in the premises.

Dated this 24th day of June, 1926.

John J. Brennan	Frank H. Hathaway
John LaBombard	Eugene D. Parks
Thos. H. Rogers	Louis G. Thayer
Nellie G. Thayer	

Residents of the Town of Russell. Petrs. for discontinuance of certain road in Russell beginning at point about 40 ft. from iron pin in small stream on north-westerly land of Mary E. Simons running easterly about 150 ft to southerly line of said land of Mary E. Simons

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 25th day of June, 1926, and due proceedings having been had thereon, on the 29th day of September, the Commissioners file the following decree of discontinuance, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Sept. 29, 1926.

On the petition of the Residents of the Town of Russell praying for the discontinuance of a certain road in said Town of Russell.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of August, A. D. 1926, at nine thirty o'clock in the forenoon, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway described in said petition beginning at a point about 40 feet from an iron pin in a small stream on the northwesterly land of Mary E. Simons, then running easterly about one hundred and fifty feet on said land, then southerly about one hundred and fifty feet to the southerly line of the said land of Mary E. Simons, should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway beginning at a point about 40 feet from an iron pin in a small stream on the northwesterly land of Mary E. Simons, then running easterly about one hundred and fifty feet on said land, then southerly about one hundred and fifty feet to the southerly line of the said land of Mary E. Simons, be, and the same is, hereby discontinued.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Russell.

George S. Cook) County
) Commissioners
John Hall) of the County
) of Hampden
Clarence H. Granger) Assoc. Comm.

Vote

June 22, 1926 Voted, to accept provision of Chapter 98 Acts 1926 authorizing the appointment of a Second Assistant Register of Deeds.

Copy of appointment of Flora M. Harrington as Second Assistant Register of Deeds, County of Hampden.

Vote establishing salary of Second Assistant Register of Deeds.

June 23, 1926 Flora M. Harrington qualified as Second Assistant Register of Deeds, County of Hampden.

Vote regarding increase in salaries of certain clerks in Registry of Deeds.

		June Meeting 1926
July 7, 1926	Order to arrest Frank Vaughan, holder of permit to be at liberty.	<u>Order to arrest</u>
	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$650. to Mrs. Ida M. Smith in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., in West Springfield.	<u>Order</u>
July 14, 1926	Voted, to accept the provisions of Chapter 288 of the Acts of 1926, an act providing for clerical assistance for the trial justice in the town of Ludlow.	<u>Vote</u>
	Renumbering of South Street in Springfield ordered June 7, 1926 by Mayor and Board of Aldermen.	<u>Order</u>
July 21, 1926	Ordered, that the order to arrest Thomas E. French, holder of permit to be at liberty, issued August 12, 1925, is hereby revoked.	<u>Order</u>
July 28, 1926	Voted, to award the contract for furnishing coal at the Jail and House of Correction, Court House and Hall of Records and Training School, to Chas. D. Farnsworth, Inc.	<u>Vote</u>
	Voted to award contract for furnishing 40 tons stove Coal, more or less, delivered at Hampden County Training School, at a price of \$13.95 per net ton, to H. C. Puffer Company.	<u>Vote</u>
August 3, 1926	Division of Hampden County into Representative Districts 1926	
August 4, 1926	Ordered, Fred A. Bearse, County Treasurer, be authorized and directed to pay the sum of \$1,000. to the Town of Granville on account of County's proportion of cost of work done on Main Road from Granville to West Granville.	<u>Order</u>
August 5, 1926	Voted, to award contract for the erection of a new dairy barn at Hampden County Training School to Schnare Construction Corporation of Springfield, for the sum of \$24,438.00 - they being the lowest bidder.	<u>Vote</u>
August 11, 1926	Resignation of Charles W. Bray, Associate Commissioner.	<u>Resignation</u>
	Charles W. Bray appointed County Commissioners in place of Daniel O'Neil, deceased.	<u>Appointment</u>
	Ordered, that the sum of \$3,000. be paid from County Treasury to Town of East Longmeadow for work done on Somers Road.	<u>Order</u>
August 18, 1926	Ordered, that the sum of \$1250. be paid from County Treasury to Town of Ludlow for work done on Alden Street or Belchertown Road so-called.	<u>Order</u>
	Ordered, that the sum of \$750. be paid from County Treasury to Town of Ludlow for work done on Alden Street or Belchertown Road, so-called.	<u>Order</u>

Order approved

August 25, 1926 Order of Board of Aldermen June 21, 1926, approved by Mayor June 22, 1926, renumbering of Larkspur Street formerly Blair Street.

Order

September 8, 1926 Ordered, Fred A. Bearse, County Treasurer by authorized and directed to pay \$682.00 to Homer E. Worden, Mrs. Homer M. Worden, Frank E. Worden, Mrs. Elsie White and Avis A. Worden, in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St. in West Springfield.

Released from Training School

Released from Hampden County Training School on parole, Frank Minichiello.

Vote

September 15, 1926 Voted, toward County of Hampden Notes, Nos. 257 to 270, inclusive, exclusive of 261-4, dated Sept. 15, 1926, payable Nov. 5, 1926 for \$150,000. to Chicopee National Bank of Springfield, at the rate of 3.83% discount, plus \$11.00.

Order

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of East Longmeadow for work done on Shaker Road.

Order

Ordered, County Treasurer be authorized and directed to pay \$1,550. to Town of Hampden on account of County's proportion of cost of work done on East Longmeadow Road in Town of Hampden.

Order

Ordered, County Treasurer be authorized and directed to pay \$960. to Town of Tolland on account of County's proportion of cost of work done on highway to Slocum Place in Tolland.

Order

Ordered, County Treasurer be authorized and directed to pay \$2,285.28 to Town of Chester on account of County's proportion of cost of work done on Chester Hill Road in Chester.

Order

Ordered, County Treasurer be authorized and directed to pay \$2,181.81 to Town of Blandford on account of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Order

Ordered, that the sum of \$178.27 be paid from the County Treasury to Town of Brimfield for work done on Sturbridge Road.

Order

September 22, 1926 Ordered, County Treasurer be authorized and directed to pay \$1,014.91 to Town of Southwick on account of County's proportion of cost of work done on Congamond St., in Southwick.

Order

Ordered, County Treasurer be authorized and directed to pay \$538.91 to Town of Ludlow on account of County's proportion of cost of work done on West Street in Ludlow.

Order

Ordered, County Treasurer be authorized and directed to pay \$835.59 to Town of Hampden on account of County's proportion of cost of work done on East Longmeadow Road in Hampden.

Order

Ordered, County Treasurer be authorized and directed to pay \$1,088.97 to Town of Granville on account of County's proportion of cost of work done on Main Road in Granville.

June Meeting 1925

September 22, 1926 Ordered, County Treasurer by authorized and directed to pay \$645.71 to Town of Wilbraham on account of County's proportion of cost of work done on Main Highway in Town of Wilbraham.

Order

September 29, 1926 Voted to award County of Hampden Note, No. 261, dated Sept. 29, 1926 payable Nov. 5, 1926 for \$25,000. to Chicopee National Bank of Springfield, Mass. at the rate of 4% discount.

Vote

DEER DAMAGE CASES FOR THE MONTHS OF JUNE, JULY, AUGUST & SEPTEMBER 1926

Claim for damages done by deer

1926			Amount	Fees & Travel
June 9	Merrill Brooks	Granville	\$250.00	\$5.00
" "	Marius Jensen & Son	"	90.00	4.20
" "	Walter Anderson	Southwick	6.00	2.20
" "	Archie Williams	Westfield	6.00	1.80
July 7	Geo. Aldrich	Granville	5.00	2.20
" 14	Louis Gagliardi	Brimfield	70.00	8.60
" 28	Richard R. Beman	Westfield	40.00	5.40
Aug. 11	Alvin W. Thompson	Woronoco	10.00	2.00
" 13	Henry M. Steadman	"	30.20	4.40
Sept. 8	Mrs. Joseph Farrish	Russell	12.00	2.40
" "	M. J. Raymond	Blandford	20.00	1.40
" "	John Barker	"	20.00	1.70
" 11	Ralph Roberts	Granville	40.00	5.00
" 15	Peter Oleson	"	90.00	4.20
" 15	R. E. Kibbe	Hampden	7.50	1.10
" 15	H. H. Thresher	"	78.75	4.60

The sum of One Thousand One Hundred Thirty-eight Dollars and Fifty-nine Cents (\$1,138.59) is allowed for damages and other expenses incurred under the Statutes relative to Dogs. and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages done by dogs

Sundry accounts being presented, are allowed, and the same, amounting to the sum of One Hundred Eight Thousand Eight Hundred Twenty-Two Dollars and fifty Cents are ordered to be paid from the County Treasury.

Sundry Accounts
\$108,822.50

Inhabitants of the Town of Palmer Petrs. for relocation of public way known as Main Street from its intersection with westerly side of Central St. and the easterly side intersection of Church St. in Depot Village of said Palmer.

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Plan in Book 8
Page 19

To the County Commissioners of the County of Hampden:

The undersigned, inhabitants of the Town of Palmer, in said County, respectfully represent that there is a public way known as Main Street, in the Depot Village of said Palmer; that the boundaries of said way, from its intersection with the westerly side of Central Street and the easterly side intersection of Church Street, are too narrow to reasonably accommodate the travel thereover and is dangerous to the travelling public.

Wherefore your petitioners pray that after due proceedings be had in the premises, your Honorable Board will relocate said public way, or such portions thereof said public way, between the points above named for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

T. J. Chalk and others

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the 15th day of September, 1925, and due proceedings having been had thereon, on the 13th day of October, 1926, the Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Oct. 13, 1926.

On the Petition of the Inhabitants of the Town of Palmer praying for a highway to be relocated (Main Street) in Palmer. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-ninth day of October A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Beginning at a stone bound set to mark an angle in the easterly line of said Main Street as relocated by the County Commissioners in October 1884, said bound is opposite land of Thomas J. Chalk, and is 49.5 feet distance from the westerly line of the street at this point, thence S. 44°30' E. 161.80 feet on land of said T. J. Chalk and Land of R. Sagalyn to a stone bound on the northerly side of Church Street, at a point 76.5 feet easterly (measured in range with the northerly line of Church Street extended) from the westerly side of said Main Street at this point.

The above is a description of the northeasterly line of the street as relocated. The southwesterly line is not changed by this relocation.

The above description is indicated on plan by W. H. & H. W. Brainerd, Engineers, marked County of Hampden, Main Street in Palmer, as Relocated by the County Commissioners, scale 1"=40', October 1926.

The relocation does not involve the taking of any land by Eminent Domain. Any improvement of said way shall be made at the expense of the Town of Palmer. Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)
Charles W. Bray) County Commissioners.
John Hall)

Hampden, ss. County Commissioners' Meeting, Oct. 13, 1926.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

Respectfully represent the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of Hampden, known as East Longmeadow Road beginning from easterly end of the section of said road improved in 1925, Station 81+50 to village of Hampden a distance of about 1 mile; that the cost of said repairs has been estimated to be \$15,000. that the County of Hampden will be greatly benefitted by said repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed SIX THOUSAND DOLLARS (\$6,000.) together with SIX THOUSAND DOLLARS (\$6,000.) from the State and THREE THOUSAND DOLLARS (\$3,000.) from the Town, towards the expense of said repairs.

Dated this 9th day of January 1926.

N. S. Kibbe)
N. M. Carew) Selectmen
John J. Flynn) of
Hampden

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 21st day of January, 1926, and due proceedings having been had thereon, on the 24th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting, November 24, 1926.

On the petition of the Selectmen of the Town of Hampden for specific repairs on East Longmeadow Road beginning from easterly end of section of said road improved in 1925 to village of Hampden and for a sum not to exceed \$6,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of March, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made.

Selectmen of Hampden
Petr. for specific
repairs on East Long
meadow Road begin-
ning from easterly
end of section of
said road improved
in 1925 to village
of Hampden and for
a sum not to exceed
\$6,000.

At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to East Longmeadow, and being locally known as Main Street; the work to begin at the end of the section of said road improved in 1925, station 81+50, and extend in an easterly direction to station 118+0; length actually improved, 3650 feet; these repairs to be made by the Town of Hampden according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed SIX THOUSAND DOLLARS (\$6,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden.

Selectmen of Granville, Petrs. for relocation, alterations and specific repairs on highway located between Granville Centre and West Granville extending easterly from Potash Brook so called about 1600 ft. and for aid.

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To the County Commissioners of the County of Hampden:
Respectfully represent the undersigned Selectmen of the Town of Granville, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of Granville, namely, that part of the main road between Granville Centre and West Granville extending easterly from Potash Brook so-called, about sixteen hundred (1600) feet; that alterations be made in its course and width; that said part of said road be specifically repaired by grading, re-surfacing or hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore your petitioners pray that your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made and that said County contribute towards the expense of said repairs.

Harry A. Root
David F. Kenney
Porter F. Frisbie
Selectmen.

Granville, Mass. Feb. 8, 1926.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 25th day of February 1926, and due proceedings having been had thereon, on the 1st day of December, the commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, December 1, 1926.

On the petition of the Selectmen of Granville for relocation, alterations and specific repairs on highway located between Granville Center and West Granville extending easterly from Potash Brook so-called about 1600 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the nineteenth day of May, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to West Granville, and being locally known as the Main Road; the work to be done in two sections. The first section to begin at the end of the section of said road improved in 1925, station 30+66, and extend in a northerly direction to station 43+50; the second section to begin at the end of the section of said road improved in 1925, (second Section) station 11+50, and extend in an easterly direction to station 23+0; length actually improved, 2434 feet; these repairs to be made by the Town of Granville according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook	)	County
John Hall	)	Commissioners
Clarence H. Granger	)	of the County
		of Hampden.
		Assoc. Comm.

To the Honorable Board of County Commissioners within and for the County of Hampden:

The undersigned, Selectmen of the Town of Montgomery, in the County of Hampden, respectfully represent, that the legal voters of said town of Montgomery, in annual town meeting assembled on the first Monday of February 1926, and under an appropriate article in the warrant under which the meeting was called and held, voted to raise and appropriate the sum of three hundred dollars to be used in continuing the improvement of the main highway leading from Montgomery Center to Westfield at a point where work was completed in 1925, provided the Commonwealth through its proper agency and your Honorable board each made a contribution towards such highway improvement.

Your petitioners further represent that in 1925 the Commonwealth and County each contributed the sum of one thousand dollars for this

Selectmen of Montgomery, Petrs. for specific repairs on main highway leading from Montgomery Center to Westfield and aid, continuing improvement at point where work was completed in 1925

specific work; that these sums of money meant much to and were appreciated by the citizens of Montgomery and the money was expended, we believe, in a way to benefit the traveling public.

Wherefore your petitioners respectfully pray, - that your Honorable Board will grant them a sum of money to be used with State and Town money in a continuation of said highway work.

An attested copy of the vote of the town is herewith submitted.

Dated at Montgomery, Massachusetts,
February 25, 1926.

Walter D. Allyn) Selectmen
Myron B. Avery : of
Myron E. Kelso) Montgomery

Voted - That the sum of \$200.00 be raised and appropriated for special work on highways. The Trustees of the A. P. Pettis Fund voted to give the sum of \$100.00 for the same purpose.

Attest:-

Walter D. Allyn, Town Clerk.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 2nd day of March, 1926, and due proceedings having been had thereon, on the 17th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 17, 1926.

On the petition of the Selectmen of Montgomery for specific repairs on main highway leading from Montgomery Center to Westfield, and for aid, continuing the improvement at a point where work was completed in 1925.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Westfield, and being locally known as the Main Road; the work to begin at the end of the section of said road improved in 1925, station 4, and extend in a north-westerly direction to station 0; beginning again at the south-easterly end of the section of said road improved in 1925, station 12+50, and extending in a south-easterly direction to station 16+00, also station 0+0 to station -2+50; length actually improved, 1000 feet; these repairs to be made by the Town of Montgomery according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

George S. Cook) County Commissioners
John Hall : of County of Hampden
Clarence H. Granger) Assoc. Comm.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, Selectmen of the Town of Brimfield in said County hereby certify and represent that public necessity and convenience does not require the continuance of a certain road in said Town of Brimfield, known as Old Sturbridge Road and described as follows: that portion of the old Sturbridge Road in front of the Boys Club Farm.

Selectmen of Brimfield, Petrs. for discontinuance of Old Sturbridge Road in front of Boys' Club Farm.

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WHEREFORE, your petitioners pray that after due proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make and enter such orders and decrees as may be proper in the premises.

Dated this first day of March 1926.

Clarence B. Brown) Selectmen
Hubert F. Booth : of
Gardner W. Norcross) Brimfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 8th day of March, 1926, and due proceedings having been had thereon, on the 15th day of December, the Commissioners file the following decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Dec. 15, 1926.

On the petition of the Selectmen of Brimfield, for discontinuance of Old Sturbridge Road in front of the Springfield Boys' Club Farm, in Brimfield.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of June, A. D. 1926, at 12 o'clock noon, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

Beginning at a point opposite land of the Springfield Boys' Club Farm, in the town of Brimfield, where the northerly line of the old Sturbridge road intersects the northerly line of the new State Highway opposite Station 81, as shown by plan of said State highway, filed with the County of Hampden, and marked Plan of Road, in the town of Brimfield, Hampden County, laid as a State Highway by the Department of Public Works Division of Highways, July 10, 1923, A. W. Dean, Chief Engineer, thence westerly through land of said Boys' Club Farm about 1650 feet to land of the Springfield Street Railway Company.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Brimfield.

George S. Cook)
John Hall : County
Charles W. Bray) Commissioners
of the County
of Hampden.

Selectmen of Chester,
Petrs. for specific
repairs on Chester
Hill Road leading
from Huntington to
Middlefield and for
aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the Selectmen of the Town of Chester, hereby certify and represent that the highway called the Chester Hill Road leading from Huntington to Middlefield, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said Road.

We humbly petition your Honorable Board to view the same and order specific repairs on said Road, and make grant from the County of Hampden to the Town of Chester, for aid for said repairs and as in duty bound would ever pray.

John E. Cooney)
Leon J. Kelso) Selectmen
Byron E. Pease) of
Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 8th day of March, 1926, and due proceedings having been had thereon, on the 24th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 24, 1926.

On the petition of the Selectmen of Chester for specific repairs on Chester Hill Road leading from Huntington to Middlefield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of April, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Middlefield, and being locally known as the Chester Hill Road; the work to begin at the end of the section of said road improved in 1925, station 50+00 to station 67+00 and from station 68+00 to station 85+00, extending in a north-easterly direction; length actually improved 3400 feet; these repairs to be made by the Town of Chester according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
John Hall) County
Charles W. Bray) Commissioners
of the County
of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:-

We, the undersigned, Selectmen of Chester hereby certify and represent that the highway called the Middlefield Road, leading from Chester Village to Middlefield, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County of the Town for aid for said repairs, and as in duty bound would ever pray.

John E. Cooney)
Leon J. Kelso) Selectmen
Byron E. Pease) of
Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 8th day of March, 1926, and due proceedings having been had thereon, on the 24th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 24, 1926.

On the petition of the Selectmen of Chester for specific repairs on Middlefield Road leading from Chester Village to Middlefield and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of April, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester Village to Middlefield, and being locally known as Middlefield Road; the work to begin at the northwesterly end of the section of said road improved in 1925, station 60+50 and extend in a northwesterly direction to station 72+00; length actually improved, 1150 feet; these repairs to be made by the Town of Chester according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
John Hall) County Commissioners
Charles W. Bray) of the
County of Hampden.

Selectmen of Chester,
Petr. for specific
repairs on Middle-
field Road leading
from Chester Village
to Middlefield, and
for aid.

Selectmen of Chester
Petrs. for specific
repairs on East River
Road leading from
Huntington to West
Worthington and for
aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

We, the Selectmen of Chester, hereby certify and represent that the highway called the East River Road leading from Huntington to West Worthington that said road is dangerous, and is in need of extensive repairs, and that public convenience and necessity require that specific repairs be made upon this road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road, and make grant from the County to the Town for aid for said repairs and as in duty bound would ever pray.

John E. Cooney)
Leon J. Kelso) Selectmen
Byron E. Pease) of
Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 8th day of March, 1926, and due proceedings having been had thereon, on the 4th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 4, 1926.

On the petition of the Selectmen of Chester for specific repairs on East River Road leading from Huntington to West Worthington and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of April, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Worthington, and being locally known as East River Road; the work to begin at the north-westerly end of the section of said road improved in 1922, station 99, and extend in a north-westerly direction to station 107°50; length actually improved, 850 feet; these repairs to be made by the Town of Chester according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall) of the
Chas. W. Bray) County of Hampden.

Hampden County Commissioners, Springfield, Mass.

The town of Holland at its annual Town Meeting raised \$500. for the completion of the main road from Brimfield to Holland Pond Road, said road being main thorofare from Brimfield to Holland.

The Selectmen hereby petition your Commission for a like sum for the completion of said road. The State also having been petitioned for said amount thereby giving us \$1500. for building of said permanent road.

An early reply regarding your pleasure in the above will be greatly appreciated.

John H. Trepania, Chairman

James A. Roberts, Sec. of Selectmen

Albert J. Streubel

Holland, Mass.
March 20, 1926.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting November 24, 1926

On the petition of the Selectmen of Holland for specific repairs on main road from Brimfield to Holland Pond Road and for a sum of \$500.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Holland to Brimfield, and being locally known as the Brimfield Road; the work to begin at the end of the section of said road improved in 1917, station 0, and extend in a southerly direction to station 4; length actually improved, 600 feet; also beginning at a point 270 feet north of end of 1915 small Town work and gravelled 500 feet North; length actually improved 500 ft; total length actually improved, 1100 feet; see District Engineer's Certificate of Completion of Work; these repairs to be made by the Town of Holland according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Holland.

George S. Cook) County Commissioners
John Hall : of the
Chas. W. Bray) County of Hampden.

Selectmen of Holland
Petrs. for specific
repairs on main road
from Brimfield to
Holland Pond Road
and for a sum of
\$500.

Selectmen of Russell, Mass. for specific repairs on Blandford Stage Road which lies between Hathaway Place & Blandford & Russell Town line, & for a sum not to exceed \$1,000.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of Russell, known as Blandford Stage Road which lies between Hathaway Place, Blandford and Russell Town line, said work to begin where work was left off in 1925 to continue until finished.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that the County of Hampden contribute a sum not to exceed \$1,000. together with the State and Town in like amount, toward the expense of said repairs.

Signed by us this 27th day of March 1926.

E. D. Parks)
J. T. Johnston) Selectmen
C. E. Wyman) of the
Town of Russell

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 2nd day of April, 1926, and due proceedings having been had thereon, on the 27th day of October, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, October 27, 1926.

On the petition of the Selectmen of Russell for specific repairs on Blandford Stage Road, which lies between Hathaway Place and Blandford, and Russell Town Line, and for a sum not to exceed \$1,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Russell Village to Blandford, and being locally known as the Blandford Road; the work to begin at a point about 2,000 feet from the State highway, station 18+70, and extend in a south-westerly direction to station 33+20; length actually improved, 1450 feet; these repairs to be made by the Town of Russell according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway. All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

George S. Cook) County Commissioners
John Hall) of County of Hampden
Clarence H. Granger) Assoc. Comm.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that specific repairs be made on West Street, formerly known as Granby Road, an existing highway in said Town which lies between the City of Springfield and the Town of Granby, that part of said road be specifically repaired, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed \$5250.00 toward the cost of said repairs.

Herbert A. Bartlett) Selectmen,
Thomas J. Hyland : Ludlow,
H. M. Sanford) Mass.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 15th day of April, 1926, and due proceedings having been had thereon, on the 20th day of October, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, October 20, 1926.

On the petition of the Selectmen of the Town of Ludlow for specific repairs on West Street formerly known as Granby Road which lies between the City of Springfield and the Town of Granby and for a sum not to exceed \$5250. toward cost of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Indian Orchard to Granby and being locally known as West Street; the work to begin at the end of the bridge over the Chicopee River, station 0+0 and extend in a northerly direction to station 19+0; length actually improved, 1900 feet; these repairs to be made by the Town of Ludlow according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS (41750) toward the repairing of this highway. All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook) County Commissioners
John Hall : of the
Chas. W. Bray) County of Hampden.

Selectmen of Town of Ludlow Petre. for specific repairs on West St. formerly known as Granby Rd. which lies between City of Springfield and Town of Granby, & for a sum not to exceed \$5250. toward cost of said repairs

Selectmen of Southwick, Petrs. for specific repairs on Congamond Road which lies between Gillett Corners & Conn. State Line & for sum of \$2,000. from County toward expense of said repairs.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that Congamond Road, an existing highway in said town which lies between Gillett Corners and Connecticut State line, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$2,000. together with the State and Town in a like amount, towards the expense of said repairs.

Dated this 19th day of April, 1926.

William S. Barnes) Selectmen
Kenneth E. Gillett: of
Chester S. Gillett) Southwick

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 21st day of April, 1926, and due proceedings having been had thereon, on the 17th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 17, 1926.

On the Petition of the Selectmen of the Town of Southwick for specific repairs on Congamond Road which lies between Gillett Corners and Connecticut State Line and for a sum of \$2,000. from the County towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to Congamond, and being locally known as Congamond Street; the work to begin at the end of the section of said road improved in 1925, station 24+75, and extend in an easterly direction to station 51+25; length actually improved, 2650 feet; these repairs to be made by the Town of Southwick according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

George S. Cook) County Commissioners
John Hall : of Hampden County
Clarence H. Granger) Assoc. Comm.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs and new construction be made upon the main highway in said Town of Wilbraham running from Wilbraham Center to the Town of Hampden, beginning at the Hampden and Wilbraham town line and running northerly about three thousand feet.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs and new construction on said highway and that said County contribute a sum not to exceed three thousand dollars (\$3000.00) toward the expense of said repairs and construction.

Dated this seventh day of May, 1926.

Fred W. Green)	
Ernest L. Thompson	)	Selectmen
W. H. McGuire	)	of the
	)	Town of Wilbraham

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 11th day of May, 1926, and due proceedings having been had thereon, on the 24th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 24, 1926.

On the petition of the Selectmen of Wilbraham for specific repairs and new construction on main highway running from Wilbraham Center to the Town of Hampden and for a sum not to exceed \$3,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being locally known as South Main Street; the work to begin at the Hampden line, station 0+0 and extend in a northerly direction to station 27+25; length actually improved, 2725 feet; these repairs to be made by the Town of Wilbraham according to specifications set forth in agreement of the Department of Public works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

George S. Cook	)	County Commissioners
John Hall	)	of the
Chas. W. Bray	)	County of Hampden

Selectmen of Town of Wilbraham, Petrs. for specific repairs and new construction on main highway running from Wilbraham Center to Town of Hampden, and for a sum not to exceed \$3,000.

Selectmen of Blandford, Petrs. for specific repairs on Blandford-Otis Road which lies between Station 28 & 60, & for a sum not to exceed \$5,000. toward expense of said repairs.

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To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, citizens of the Town of Blandford, in said County, that common convenience and necessity require that the Blandford-Otis Road, about 4-1/2 miles of the village, an existing highway in said town, which lies between Station 28 and 60, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed Five thousand dollars (\$5,000.) together with an appropriation from the State and Town, towards the expense of said repairs.

May 5, 1926.

C. W. Bates)Selectmen
Harry L. Wyman: of
A. H. Smith)Blandford

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 13th day of May, 1926, and due proceedings having been had thereon, on the first day of December, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, December 1, 1926.

On the petition of the Selectmen of Blandford for specific repairs on Blandford-Otis Road which lies between station 28 and 60, and for a sum not to exceed \$5,000. toward expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-ninth day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Blandford to Otis, and being locally known as the Otis Stage Road; the work to begin at the end of the section of said road improved in 1925, station 28+50, and extend in an easterly direction to station 55+50; length actually improved, 2700 feet; these repairs to be made by the Town of Blandford according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

George S. Cook)County Commissioners
John Hall :of County of Hampden
Clarence H. Granger)Assoc. Commissioner.

TO THE BOARD OF COMMISSIONERS OF THE COUNTY OF HAMPDEN, STATE OF
MASSACHUSETTS

We, the undersigned, Selectmen of the Town of Tolland, of above
County and State, do pray you to grant us aid in the repairing of that
piece of Highway beginning at the Granville-Tolland Town line and con-
tinuing in a westerly direction to the so called "Slocum Place."

The road is narrow, rocky and in poor condition and the repair-
ing of it is necessary.

Tolland, Mass., May 17th, 1926.

Lyman C. Clark) Selectmen
James Jackson) of
Tolland

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield, within and for said County, on the 19th
day of May, 1926, and due proceedings having been had thereon, on the
24th day of November, the Commissioners file the following final decree,
to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 24, 1926.

On the petition of the Selectmen of Tolland for repairs of piece
of highway beginning at Granville-Tolland line in a westerly direction
to the so-called "Slocum Place" and for aid.

It appearing that all persons and corporations interested therein
had been duly notified of the time and place of meeting, the said Com-
missioners did on the twenty-third day of June, A. D. 1926, view said
highway and hear all parties interested and did adjudge that specific
repairs should be made. At the time of said view no person interested
having objected after adjudicating as aforesaid, said Commissioners order
the following repairs made on road leading from Granville to Tolland,
and being locally known as the West Granville Road; the work to begin
at a point about 700 feet west of the Granville line, station 7+00 and
extend in a westerly direction to station 26+00; length actually im-
proved, 1900 feet; see District Engineer's Certificate of Completion of
Work; these repairs to be made by the Town of Tolland according to
specifications set forth in agreement of the Department of Public Works -
Division of Highways, on file with this case, which specifications are
made a part of this decree.

These repairs to be made and completed to the satisfaction of the
County Commissioners and the County of Hampden shall pay to the Town of
Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the
repairing of this highway.

All damages sustained by any person by reason of said repairs on
this road, shall be paid by the Town of Tolland.

George S. Cook)
John Hall) County Commissioners
Chas. W. Bray) of the
County of Hampden.

October Meeting 1926

Selectmen of Tolland
Petr. for repairs of
piece of highway begin-
ning at Granville-
Tolland Town line in
a westerly direction
to the so called
"Slocum Place" and
for aid.

Citizens of Brimfield, Petrs. for discontinuance of a certain road in Brimfield, known as Old Sturbridge Road, from near station 130 westerly to driveway of William Drake

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To the County Commissioners of the County of Hampden:

We, the undersigned, citizens of the Town of Brimfield, in said County, hereby certify and represent that public necessity and convenience does not require the continuance of a certain road in said Town of Brimfield, known as the old Sturbridge Road and described as follows: That portion of the old Sturbridge Road beginning near station 130 and running westerly to the driveway of William Drake.

Wherefore, your petitioners pray that after dur proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make and enter such orders and decrees as may be proper in the premises.

Dated this eighth day of June, 1926.

Frank S. Gifford

Stanley C. Hicks

Lemuel A. Parker

Percy N. Moore

Charles O. Brown

Herman C. Maddocks

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 9th day of June, 1926, and due proceedings having been had thereon, on the 27th day of October, the Commissioners file the following discontinuance decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, October 27, 1926.

On the petition of the Citizens of the Town of Brimfield praying for the discontinuance of a certain road in said Town of Brimfield, known as the old Sturbridge Road.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fifth day of August, A. D. 1926, at twelve fifteen o'clock noon, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be discontinued. And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

Beginning at a point opposite land of Gardner W. Norcross, in the town of Brimfield, where the northerly line of said old Sturbridge road intersects the northerly line of the new State highway opposite Station 132-25, as shown by plan of Road in the Town of Brimfield, Hampden County, laid out as a State highway by the Department of Public Works Division of Highways, July 10, 1923, A. W. Dean, Chief Engineer, and from thence westerly through land of said Gardner W. Norcross, Herbert A. Fogg and William Drake, for a distance of about 1375 feet to a concrete bound set in the northerly line of said old Sturbridge road, and easterly side of the driveway near the dwelling house of said William Drake.

No damages having been claimed, none are awarded. All damages sustained by reason of discontinuance of said road shall be paid by the Town of Brimfield.

George S. Cook) County Commissioners
John Hall : of the
Charles W. Bray) County of Hampden.

To the County Commissioners of the County of Hampden:

We, the undersigned, citizens of the Town of Brimfield in said County, hereby certify and represent that common necessity and convenience require that a certain road in said Town of Brimfield, known as Mill Road, leading from the Palmer road southerly and easterly to the Wales Road, be re-located and the bounds determined and set.

Wherefore, your petitioners pray that after due proceedings had in the premises, your Honorable Board will determine that common necessity and convenience require that said highway be re-located and the bounds determined and set and will make and enter such orders and decrees as may be proper in the premises.

Given under our hands this fourteenth day of June, 1926.

Gardner W. Norcross Clarence B. Brown
Hubert F. Booth Frank S. Gifford
Percy N. Moore

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 21st day of June, 1926, and due proceedings having been had thereon, on the 27th day of October, the Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, Oct. 27, 1926.

On the Petition of the Citizens of Brimfield praying for a highway to be relocated and bounds determined and set (Mill Road) in Brimfield - It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 5th day of August A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and bounds determined and set. And at the time of said view no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and order bounds set on said highway in the manner following:

Beginning at a concrete bound on the westerly side of the State Highway leading from Brimfield to Wales opposite land of F. S. Gifford, thence southwesterly by a curve with a radius of 9 feet for 20.8 feet to a concrete bound, thence N. 28°39' W. 204.31 feet to a concrete bound, thence by a curve to the left with a radius of 256 feet 122.12 feet to a concrete bound, thence N. 56°12' W. 1098.25 feet to a concrete bound near the southwest corner of land of the heirs of Julia Hitchcock, thence along land of the heirs of Francis D. Lincoln N. 56° W. 770.15 feet to a concrete bound near the southeast corner of land of N. Pelletier, thence N. 53°33' W. 138.65 to a concrete bound, thence N. 11°30' W. 67.43 feet to a concrete bound, thence N. 16°55' E. 140.38 feet to a concrete bound two feet southerly from the southwesterly corner and in range of the westerly end of N. Pelletier's saw mill, thence N. 27°31' E. 337.50 feet to a concrete bound near the dwelling house of F. Edgar Brown, thence N. 21°34' E. 1026.80 feet to a concrete bound, thence Northeasterly by a curve to the right with a radius of

Citizens of Brimfield
Petrs. for relocation
& bounds determined
& set of highway
known as Mill Road
leading from Palmer
road southerly and
easterly to Wales
Road.

16 feet for 20.4 feet to a stone bound on the southerly side of the highway leading from Brimfield to Palmer. The above is a description of the northerly and easterly side of the highway as relocated, the southerly and westerly side is parallel therewith and 50 feet distance therefrom excepting at the beginning of the description the southerly side begins at a concrete bound on the westerly side of the State Highway leading from Brimfield to Wales at a point 86 feet southerly measured along said State Highway from the concrete bound described as at the beginning of the northerly side, and from thence parallel and 50 feet distance from the second course described as N. 28°39' W. And at a point near the Brimfield and Palmer road at the northerly terminus of the description, from a concrete bound set in the westerly line at a point 25 feet southerly from the southerly line of said Brimfield and Palmer road, the westerly line diverges to the left by a curve with a radius of 33.8 feet for 43 feet to a concrete bound on the southerly side of said Brimfield and Palmer road.

The above description is indicated on plan marked, "County of Hampden, Plan of Highway In Brimfield Known As Mill Road As Relocated By The County Commissioners, Three Sheets, Scale 1"=50' September 1926, W. H. & H. W. Brainerd Engineers."

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Brimfield.

Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)
John Hall) County Commissioners.
Charles W. Bray)

Hampden, ss.

County Commissioners' Meeting, Oct. 27, A.D. 1926

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

Inhabitants of the Town of Palmer, Petrs. to widen, straighten, relocate & monument River Road from its intersection with the Palmer Road in village of Thorndike near the track of Ware River R. R. to Whipple's Bridge.

To the County Commissioners of the County of Hampden:

The undersigned, inhabitants of the Town of Palmer, respectfully represent that the highway known as the River Road, leading from the Village of Thorndike to Forest Lake, in said Palmer, is narrow and crooked and the angles thereof are not marked by monuments or otherwise.

Wherefore your petitioners pray that, after due proceedings had in the premises, your Honorable Board will widen, straighten, relocate and monument said road from its intersection with the Palmer Road in the Village of Thorndike, near the track of the Ware River Railroad, to the highway bridge crossing the Ware River, known as Whipple's Bridge, and take such other action as in your opinion public safety, convenience and necessity may require.

June 17, 1926.

Thomas J. Moran and others.

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HIGHWAY

BOOK #8

PAGE # 20-23

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 1st day of July, 1926, and due proceedings having been had thereon, on the 27th day of October, the Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, October 27, 1926.

On the Petition of the Inhabitants of the Town of Palmer praying for a highway to be widened, straightened, relocated and monumented (River Road) in the Village of Thorndike, Palmer - It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners, did on the fifth day of August A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be widened, straightened, relocated and monumented. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now widen, straighten, relocate and monument said highway in the manner following:

Beginning at a concrete bound on the easterly side of the highway leading from Thorndike to Palmer at a point about 140 feet southerly from the southerly side of a highway known as High Street in the village of Thorndike, thence N. $12^{\circ}52'$ E. 141.70 feet to a stone bound, thence by a curve to the right with a radius of 196 feet 218.47 feet to a concrete bound opposite land of the Thorndike Company, thence N. $77^{\circ}40'$ E. 92.80 feet to a concrete bound, thence by a curve to the left with a radius of 225.80 feet 265.37 feet to a concrete bound opposite land of J. and A. Fila, thence N. $9^{\circ}54'$ E. 428.20 feet to a concrete bound, thence by a curve to the left with a radius of 548.70 feet 210.70 feet to a concrete bound, thence N. $12^{\circ}6'$ W. 630 feet to a concrete bound, thence N. $10^{\circ}36'$ W. 339.86 feet to a concrete bound, thence by a curve to the right with a radius of 580 feet 213.24 feet to a concrete bound, thence N. $10^{\circ}32'$ E. 556.35 feet to a concrete bound, thence N. $20^{\circ}48'$ E. 1022.75 feet to a concrete bound, thence N. $22^{\circ}18'$ E. 318.17 feet to a concrete bound, thence N. $18^{\circ}30'$ E. 480.18 feet to a concrete bound, thence by a curve to the right with a radius of 503.30 feet 230.94 feet to a concrete bound opposite land of Ware River Railroad, thence N. $44^{\circ}50'$ E. 434.05 feet to a concrete bound, thence N. $50^{\circ}55'$ E. 134.80 feet to a concrete bound, thence N. $44^{\circ}29'$ E. 294.36 feet to a concrete bound, thence adjoining land of said Railroad Company N. $39^{\circ}6'$ E. 296.99 feet to a concrete bound, thence N. $37^{\circ}46'$ E. 901.75 to a concrete bound, thence N. $42^{\circ}38'$ E. 410.07 feet to a concrete bound, this bound is 50.5 feet westerly measured on the bisected angle from an old stone bound set to mark the angle of the easterly line of the highway at this point by a former location, thence N. $26^{\circ}8'$ E. 99.55 feet, thence N. $10^{\circ}58'$ W. crossing the track of the Ware River Railroad, 96.35 feet to a concrete bound opposite land of Charles E. Grant, thence N. $35^{\circ}46'$ W. 146.10 feet to a concrete bound, thence

N. 53°49' W. 335.25 to a concrete bound about 40 feet easterly from the easterly side of the Ware River and the easterly end of Whipple's Bridge.

The above description of the westerly line of the highway as relocated, the easterly line is parallel therewith and 50 feet distant therefrom.

The widening, straightening, relocation and monumenting does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Palmer.

Any legal damage sustained by any abutter shall be paid by said Town.

The above description is indicated on plan by W. H. & H. W. Brainerd, Engineers, marked, County of Hampden, Plan of Highway in Palmer, as Relocated by the County Commissioners. September 1926, Six Sheets.

George S. Cook)
John Hall) County Commissioners.
Charles W. Bray)

Hampden, ss.

County Commissioners' Meeting, Oct. 27, A.D. 1926.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Inhabitants of Town To the County Commissioners of the County of Hampden:

of Palmer, Petrs. to
widen, straighten, re-
locate & monument
Thorndike Road from
intersection with Park
Street in Depot Village
to State Highway lead-
ing from said road to
Ware at a point near
St. Thomas' Cemetery.

The undersigned, inhabitants of the Town of Palmer, respectfully represent that the highway known as the Thorndike Road, leading from the Depot Village of Palmer to the Village of Thorndike, in said Palmer, is narrow, crooked and the angles thereof are not marked by monuments or otherwise.

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HIGHWAY Book #8

Page #29-26

Wherefore your petitioners pray that, after due proceedings had in the premises, your Honorable Board will widen, straighten, relocate and monument said road from its intersection with Park Street in the Depot Village to the state highway leading from said road to Ware, at a point near St. Thomas' Cemetery, and take such other action as in your opinion public safety, convenience and necessity may require.

June 28, 1926.

Thomas J. Moran and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 1st day of July, 1926, and due proceedings having been had thereon, on the 27th day of October, the Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Oct. 27, 1926.

On the Petition of Inhabitants of the Town of Palmer praying for a highway to be widened, straightened, relocated and monumented (Thorndike Road) in Palmer - It appearing that all persons and corporations interested

therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 5th day of August A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be widened, straightened, relocated and monumented. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and monument, widen and straighten said highway in the manner following:

Beginning at a stone bound set to mark the northerly terminus of a relocation of said highway by the County Commissioners in October 1889, said bound is at the southwesterly corner of land of Francis C. Lawrence, thence N. 32° E. 49.26 feet to a concrete bound, thence by a curve to the left with a radius of 598.7 feet 284.20 feet to a concrete bound, thence N. 4°46' E. 1059.31 feet to a concrete bound, thence by curve to the right with a radius of 548.7 feet 188.17 feet to a concrete bound, thence N. 23°40' E. 306 feet to a concrete bound opposite land of Mary L. Mason, thence N. 26°36' E. 231.30 feet to a concrete bound, thence N. 32°6' E. 306 feet to a concrete bound, thence by a curve to the right with a radius of 856.90 feet 553.07 feet to a concrete bound opposite land of Flora A. Smith, thence N. 68°51' E. 650.15 feet to a concrete bound, thence by a curve to the left with a radius of 435.30 feet 137.92 feet to a concrete bound, thence N. 50°39' E. 477.50 feet to a concrete bound opposite land of the heirs of Patrick Crowley, thence by a curve to the left with a radius of 1067.1 feet 620.23 feet to a concrete bound, thence N. 17°19' E. 421.80 feet to a concrete bound near the intersection of the State Highway leading to Ware, thence crossing said State Highway N. 2°41' W. 131.9 feet to a stone bound set to mark the southerly terminus of a relocation by the County Commissioners in 1916.

The above is a description of the easterly line of the highway as relocated, the westerly line is parallel thereto and 50 feet distance therefrom.

The foregoing description is indicated on plan marked, County of Hampden, Plan of Highway in Palmer, known as Thorndike Road, as Relocated by the County Commissioners, Scale 1"=50' October 1926, W. H. & H. W. Brainerd, Engineers, Four Sheets.

The relocation, monumenting, widening and straightening does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Palmer.

Any legal damage sustained by any abutter shall be paid by said Town.

George S. Cook)
John Hall : County Commissioners
Charles W. Bray)

Hampden, ss. County Commissioners' Meeting, October 27, A. D. 1926.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

Citizens, Town of
Brimfield, Petrs. for
discontinuance of a
certain road in Brim-
field, known as Old
Sturbridge Road, por-
tion between stations
21 and 38 (approx-
imately)

54

To the County Commissioners of the County of Hampden:

We, the undersigned, citizens of the Town of Brimfield, in said County, hereby certify and represent that public necessity and convenience does not require the continuance of a certain road in said Town of Brimfield, known as the old Sturbridge Road and described as follows: That portion of the old Sturbridge Road between stations 21 and 38 (approximately).

Wherefore, your petitioners pray that after due proceedings had in the premises, your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make and enter such orders and decrees as may be proper in the premises.

Dated this eleventh day of August, 1926.

Frank S. Gifford
Herman C. Maddocks

Lemuel A. Parker
Charles W. Robinson
James N. Wood

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 13th day of August, 1926, and due proceedings having been had thereon, on the 15th day of December, the Commissioners file the following discontinuance decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting December 15, 1926.

On the petition of the Citizens of the Town of Brimfield praying for the discontinuance of a certain road in said Town of Brimfield, known as the Old Sturbridge Road.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of November, A.D. 1926, at ten A. M. view said highway, and on November 17, 1926, heard all parties interested and did adjudge that common convenience and necessity require that said highway should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

That portion of the old Sturbridge Road between stations twenty-one (21) and thirty-eight (38) approximately.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Brimfield.

George S. Cook)

John Hall)

Chas. W. Bray)

County Commissioners
of the
County of Hampden.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Inhabitants of the Town of Hampden, in said County, that common convenience and necessity require the extension of specific repairs on East Longmeadow Road leading from Hampden to East Longmeadow, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the cost of said repairs.

Dated this 21st day of September, 1926.

N. S. Kibbe
John S. Swenson
Edward P. Lyons
John J. Flynn
C. I. Burleigh

Inhabitants of the Town of Hampden

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 30th day of September, 1926, and due proceedings having been had thereon, on the 24th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 24, 1926.

On the Petition of the Selectmen of the Town of Hampden for extension of specific repairs on East Longmeadow Road leading from Hampden to East Longmeadow and for a sum not to exceed \$1,000. towards cost of said repairs.

It appearing that all persons and corporations interested had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of November, A. D. 1926, by adjournment from the tenth day of November, hear all parties interested in the office of the County Commissioners at the Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to East Longmeadow, and being locally known as Main Street; the work to begin at the end of the present work now being done, station 118+0 and extend in an easterly direction to station 126+50; length actually improved, 850 feet; see case No. 23; these repairs to be made by the Town of Hampden according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

George S. Cook) County Commissioners
John Hall) of the
Chas. W. Bray) County of Hampden.

Inhabitants of Town of Hampden, Petrs. for extension of specific repairs on East Longmeadow Road leading from Hampden to East Longmeadow and for a sum not to exceed \$1,000. toward cost of said repairs.

Selectmen of Southwick, Petrs. for extension of specific repairs on Congamond Road which lies between Gillett Corners and Conn. State Line, and for a sum not to exceed \$1500.

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To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require the extension of specific repairs on Congamond Road which lies between Gillett Corners and Conn. State Line, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the county contribute a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the cost of said repairs.

Dated this 11th day of October, 1926.

William S. Barnes)	Selectmen of Southwick
Kenneth S. Gillett)	
Chester S. Gillett)	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 13th day of October, 1926, and due proceedings having been had thereon, on the 17th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting November 17, 1926.

On the petition of the Selectmen of the Town of Southwick for specific repairs on Congamond Road which lies between Gillett Corners and Conn. State line, and for a sum not to exceed \$1,500.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of November, A. D. 1926, hear all parties interested in the office of the County Commissioners at the Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to Congamond, and being locally known as Congamond Street; the work to begin at the easterly end of the section of said road now being improved, station 51+85, and extend in an easterly direction to station 65+35; length actually improved, 1350 feet; (direction to station 65+35;) see case No. 41; these repairs to be made by the Town of Southwick according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

George S. Cook)County Commissioners of Hampden County Assoc. Commissioner
John Hall	
Clarence H. Granger	

October Meeting 1926

Dismissed Cases

At a meeting of the County Commissioners holden at Springfield on the first Tuesday of October, 1926, the following cases wer dismissed without prejudice:

- No. 14 ——— Selectmen of Monson, Petrs. for specific repairs on Palmer-Monson Road from Fay's Bridge running southerly to Conn. State Line, in Monson and for aid.
- No. 15 ——— James A. Fitzgerald and others, Petrs. for specific repairs, to properly grade and harden School Street, Agawam.
- No. 21 ——— Inhabitants of the Town of Chester, Petrs. for layout, relocation, alterations and specific repairs of part of Canada Hill Road which lies between the river at the end of the bridge near Eastman's mill & the house of Emerson B. Rich, in Chester.

October 13, 1926

Ordered, County Treasurer be authorized and directed to pay \$297. to Mark H. Ribinson and Leo V. Robinson in full for all damages by reason of County Comm's. order of Sept. 19, 1925 wherein certain changes were made in Bridge Street in West Springfield.

Order

Voted, County Treasurer be authorized and directed to expend a sum not exceeding \$3,000. from any funds in Treasury on accounty of Auditors, Masters and Referees.

Vote

Order to arrest Raymond Early, holder of permit to be at liberty.

Order

October 27, 1926.

Voted, to increase salaries of certain clerks in the Registry of Deeds.

Vote

Ordered, that the sum of \$1,211.09 which is balance of County's proportion of cost of work done on West St., in Ludlow, be paid from County Treasury to Town of Ludlow.

Order

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Russell, for work done on Blandford Stage Road.

Order

Ordered, County Treasurer, authorized and directed to pay \$800. to Town of Chester on account of County's proportion of cost of work done on Middlefield Road in Chester.

Order

Ordered, County Treasurer authorized and directed to pay \$200. to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.

Order

Ordered, County Treasurer authorized and directed to pay \$1,604.40 to Town of Chester on account of County's proportion of cost of work done on Chester Hill Road in Chester.

Order

Ordered, County Treasurer authorized and directed to pay \$1,909.09 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford Otis Road Stage Road in Blandford.

Order

<u>Order</u>	October 27, 1926	Ordered, County Treasurer authorized and directed to pay \$1,040. to Town of Tolland on account of County's proportion of cost of work done on West Granville Road in Tolland.
<u>Vote</u>	November 3, 1926	Voted, County Treasurer be authorized and directed to expend a sum not exceeding \$8,000 from any funds in Treasury on account of Civil Expenses in Supreme and Superior Courts.
<u>Released from Training School</u>	November 10, 1926	Released from Hampden County Training School on parole, Henry Lemanski.
<u>Order to arrest</u>		Order to arrest John Burchas, holder of permit to be at liberty.
<u>Order</u>		Ordered, that the sum of \$800. which is balance of County's proportion of cost of work done on East River Road in Chester be paid from County Treasury to Town of Chester.
<u>Order</u>	November 17, 1926	Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Massachusetts; on State Highway account, the sum of \$37,604.23
<u>Order</u>		Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Montgomery for work done on main highway leading from Montgomery Center to Westfield.
<u>Vote</u>	December 1, 1926	Voted that the salary of Mrs. Fannie E. Clark, Clerk District Court of Western Hampden, be increased.
		Ordered, that the sum of \$200. which is balance of County's proportion of cost of work done on Middlefield Road, be paid from County Treasury to Town of Chester.
		Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Hampden for work done on East Longmeadow Road in Hampden.
		Ordered, that the sum of \$1,110.32 which is balance of County's proportion of cost of work done on Chester Hill Road, be paid from County Treasury to Town of Chester.
		Ordered, that the sum of \$3,614.41 which is balance of County's proportion of cost of work done on East Longmeadow Road in Hampden, be paid from County Treasury to Town of Hampden.
		Ordered that the sum of \$500. be paid from County Treasury to Town of Holland for work done on main road from Brimfield to Holland Pond Road.
		Ordered, that the sum of \$1,000. which is balance of County's proportion of cost of work done on highway beginning at Granville-Tolland Town line to Slocum Place, be paid from County Treasury to Town of Tolland.

October Meeting 1926

December 1, 1926	Ordered, that the sum of \$909.10 which is balance of County's proportion of cost of work done on highway between Granville Center and West Granville, be paid from County Treasury to Town of Granville.	Order
	Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on Congamond Road.	
	Ordered, that the sum of \$1,911.03 which is balance of County's proportion of cost of work done on highway between Granville Center and West Granville, be paid from County Treasury to Town of Granville.	
	Ordered, that the sum of \$485.09 which is balance of County's proportion of cost of work done on Congamond Road, be paid from County Treasury to Town of Southwick.	
December 8, 1926	Ordered, that the sum of \$2,354.29 which is balance of County's proportion of cost of work done on main highway from Wilbraham Center to Town of Hampden, be paid from County Treasury to Town of Wilbraham.	
	Voted, County Treasurer, be authorized and directed to expend a sum not exceeding \$5,000. from any funds in Treasury on account of Civil Expenses in Supreme and Superior Courts, as appropriation is insufficient for year 1926.	
	Voted, County Treasurer, be authorized and directed to expend a sum not exceeding \$3,000. from any funds in Treasury on account of Auditors, Masters and Referees, as appropriation is insufficient for year 1926.	
	Released from Hampden County Training School on parole, Daniel Leary.	Released from Training School
	Voted, that the salary of James C. Donegan, Probation Officer of District Court of Chicopee, be increased.	Vote
December 16, 1926	Ordered, County Treasurer be authorized and directed to pay \$37,413.72 to Treasurer of Commonwealth of Massachusetts on State Highway Account.	Order
	Order to arrest Raymold P. Smith, holder of permit to be at liberty.	Order to arrest
December 24, 1926	Order to permit John Shinkwin to be temporarily at liberty for period of three days under Ch. 127, Sec. 128, of G. L.	Order

Claim for damages
done by deer

DEER DAMAGE CASES FOR MONTH OF OCTOBER 1926

<u>1926</u>	<u>Name</u>		<u>Amount</u>	<u>Fees & Travel</u>
October 5	Ralph Brown	Brimfield	\$20.00	\$1.00
October 5	Louis Gagliardi	Brimfield	20.00	1.70
October 27	John Barker	Blandford	20.00	1.60

Allowance for damages
done by dogs

The sum of One Thousand Six Hundred and Twenty-three Dollars (\$1,623.00) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sundry Accounts
\$194,727.14

Sundry accounts being presented, are allowed and the same amounting to the sum of One Hundred Ninety-four Thousand Seven Hundred Twenty-Seven Dollars and Fourteen Cents are ordered to be paid from the County Treasury.

To the County Commissioners of the County of Hampden:-

Respectfully represent your petitioners, each being an inhabitant of the Town of Blandford, that common convenience and necessity require the layout, location, relocation, alteration, widening, construction and specific repairs of a highway from a point near the junction of the Blandford-Woronoco highway and Birch Hill road south to the proposed site of the Springfield Water Works dam at Cobble Mountain.

Wherefore your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen, construct and make specific repairs of a highway as above represented.

Dated this first day of November, 1926.

Clarence W. Bates
Harry L. Wyman
A. H. Smith
W. J. Peebles
Clinton P. Smith
Harry F. Whitney
E. R. Nye

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 6th day of November, 1926, and due proceedings having been had thereon, on the 26th day of January 1927, the Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, Jan. 26, 1927.

On the Petition of Inhabitants of the Town of Blandford praying for a highway to be laid out, located, relocated, altered, widened, constructed and specific repairs made in Blandford - It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fifteenth day of December A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, located and constructed. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now layout, locate and order constructed said highway in the manner following:

Beginning at a point on the Blandford-Russell town line 1292.7 feet northerly from the stone monument which monument is the corner bound of the three towns namely, Granville, Blandford and Russell and which monument is on the west bank of Stowe Brook about 600 feet upstream from its mouth at Little River, the center line of a strip or parcel of land three rods in width is described as follows:-

Beginning at the said point, across land said to be now or formerly of the City of Springfield along a 25 degree curve (radius 231.0 feet), deflecting east 161.2 feet; thence north 8 degrees and 57 minutes west 818.0 feet; thence along a 12 degree curve (radius 478.3 feet), deflecting west 188.5 feet; thence north 31 degrees and 34 minutes west 134.4 feet; thence along a 23 degree curve (radius 249.1 feet), deflecting east 117.9 feet; thence north 4 degrees and 27 minutes west 53.0 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting west

Inhabitants of the Town of Blandford, Petrs. for layout, location relocation alteration, widening construction and specific repairs of a highway from a point near junction of Blandford-Woronoco highway and Birch Hill Road south to proposed site of Spfld. Water Works' Dam at Cobble Mt.

135.6 feet; thence north 51 degrees and 57 minutes west 21.7 feet; thence along a 24 degree curve (radius 238.7 feet), deflecting east 78.6 feet; thence north 33 degrees and 4 minutes west 26.6 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting east 110.4 feet; thence north 5 degrees and 34 minutes east 54.1 feet; thence along a 25 degree curve (radius 229.2 feet), deflecting west 146.8 feet; thence north 31 degrees and 07-1/2 minutes west 130.6 feet; thence along 13 degrees curve (radius 440.7 feet), deflecting east 96.7 feet; thence north 18 degrees and 33-1/2 minutes west 30.9 feet; thence along a 21 degree curve (radius 272.8 feet), deflecting west 96.1 feet; thence north 38 degrees and 43-1/2 minutes west 142.9 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting east 61.6 feet; thence north 17 degrees and 9-1/2 minutes west 61.2 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting west 67.4 feet; thence north 40 degrees and 45 minutes west 57.5 feet; thence along a 6 degree curve (radius 954.9 feet), deflecting east 151.6 feet; thence north 31 degrees and 41 minutes west 24 feet; thence along a 14 degree curve (radius 409.3 feet), deflecting east 198.9 feet; thence north 3 degrees and 50 minutes west 108.5 feet; thence along a 7 degree curve (radius 818.5 feet), deflecting west 187.1 feet; thence north 16 degrees and 56 minutes west 118.2 feet; thence along a 26 degree curve (radius 220.4 feet), deflecting east 98.7 feet; thence north 8 degrees and 43 minutes east 11.8 feet; thence along a 12 degree curve (radius 477.5 feet), deflecting east 51.4 feet; thence north 14 degrees and 53 minutes east 234.2 feet; thence along a 4 degree curve (radius 1432.4 feet), deflecting east 160.0 feet; thence north 21 degrees and 17 minutes east 57.6 feet; thence along a 34 degree curve (radius 168.5 feet), deflecting west 96.8 feet; thence north 11 degrees and 38 minutes west 49.9 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting east 115.7 feet; thence north 28 degrees and 52-1/2 minutes east 258.7 feet; thence - north 33 degrees and 33-1/2 minutes east 514.6 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting east 63 feet; thence north 55 degrees and 37-1/2 minutes east 32.3 feet; thence along a 35 degree curve (radius 163.7 feet), deflecting west 193.5 feet; thence north 12 degrees and 6 minutes west 30.5 feet; thence along a 20 degree curve (radius 286.5 feet), deflecting east 46.7 feet; thence north 2 degrees and 46 minutes west 55.3 feet; thence along an 18 degree curve (radius 318.3 feet), deflecting west 100.1 feet; thence north 20 degrees and 47 minutes west 91.7 feet; thence along a 7 degree curve (radius 818.5 feet), deflecting east 99.6 feet; thence north 13 degrees and 50 minutes west 53.6 feet; thence along a 7 degree curve (radius 818.5 feet), deflecting west 98.1 feet; thence north 20 degrees and 42 minutes west 49.5 feet; thence along a 17 degree curve (radius 337.0 feet), deflecting east 150.2 feet; thence north 4 degrees and 50 minutes east 62.3 feet; thence along a 12 degree curve (radius 477.5 feet), deflecting west 134.8 feet; thence north 11 degrees and 21 minutes west 26.9 feet; thence along a 16 degree curve (radius 358.1 feet); deflecting west 123.9 feet; thence north 31 degrees and 11 minutes

west 60.2 feet; thence along a 14 degree curve (radius 410.3 feet), deflecting east 195.6 feet; thence north 3 degrees and 48 minutes west 88.5 feet; thence north 8 degrees and 48 minutes west 117.4 feet; thence north 4 degrees and 58-1/2 minutes west 370.3 feet; thence along a 12 degree curve (radius 478.3 feet), deflecting east 98.2 feet; thence north 6 degrees and 49 minutes east 33 feet; thence along a 29 degree curve (radius 199.7 feet), deflecting west 97.6 feet; thence north 21 degrees and 29 minutes west 152.2 feet; thence along a 14 degree curve (radius 410.3 feet), deflecting east 193.3 feet; thence north 5 degrees and 35 minutes east 56.9 feet; thence north .0 degrees and 41 minutes west 105.8 feet; thence along a 24 degree curve (radius 240.5 feet), deflecting west 192.1 feet; thence north 46 degrees and 49 minutes west 35.8 feet; thence north 41 degrees and 35 minutes west 86.8 feet; thence along a 22 degree curve (radius 262.0 feet), deflecting east 189.9 feet; thence north .0 degrees and 12 minutes east 151.9 feet; thence north 6 degrees and 2 minutes west 40.7 feet to the point of intersection of said center line with the property line between Blakesley and the City of Springfield, said point of intersection being on or near a wire fence marking said boundary line and being 137.5 feet along said boundary line easterly from Birch Meadow Brook, so called.

Thence from the the last described point, across land said to be now or formerly of one Blakesley, north 6 degrees and 2 minutes west 182.6 feet; thence north 8 degrees and 48 minutes west 279.5 feet; thence north 8 degrees and 50-1/2 minutes west 166.7 feet; thence north 17 degrees and 53 minutes west 156.3 feet; thence along a 10 degree curve (radius 573.7 feet), deflecting east 129.3 feet, there being excluded from this course, however, that portion of said course which may be comprehended within the legal limits of Birch Meadow Road, so called; thence north 4 degrees and 57 minutes west 6.2 feet; thence along a 10 degree curve (radius 573.7 feet), deflecting east 189.5 feet; thence north 14 degrees and no minutes east 97.9 feet; thence north 19 degrees and 38-1/2 minutes east 141.2 feet; thence north 10 degrees and 44 minutes east 110.4 feet; thence along a 32 degree curve (radius 181.4 feet), deflecting east 117.7 feet; thence north 48 degrees and 20 minutes east 70.1 feet; thence along a 26 degree curve (radius 222.3 feet), deflecting west 183.3 feet; thence north .0 degrees and 43 minutes east 159.2 feet; thence along a 16 degree curve (radius 359.3 feet), deflecting west 134.3 feet to the point of intersection of said center line with the Blakesley - Hayden property line, said point of intersection being south 56 degrees and 17 minutes east 93 feet from the south east corner of the ice house said to be now or formerly of one Hayden and being south 45 degrees and 16 minutes east 136 feet from the north east corner of said ice house.

Thence from the last described point across land said to be now or formerly of one Hayden along the last described curve (16 degrees, radius 359.3 feet deflecting west), 65.6 feet; thence north 31 degrees and 16 minutes west 184.4 feet; thence along a 14 degree curve (radius 410.3 feet), deflecting east 283.3 feet; thence north 8 degrees and 23 minutes east 758.0 feet; thence along a 12 degree curve (radius 478.3 feet), deflecting west 198.0 feet; thence north 15 degrees and 25 minutes west 172.9 feet; thence north 16 degrees and 3 minutes west 442.0 feet; thence north 8 degrees and 28 minutes west 483.3 feet; thence along a 7 degree curve (radius 819.0 feet), deflecting east 386.2 feet; thence north 18 degrees and 36 minutes east 109.6 feet; thence along a 15 degree curve (radius 383.1 feet), deflecting east 150.2 feet; thence north 41 degrees and 9 minutes east 37.8 feet; thence along a 26 degree curve (radius 222.3 feet), deflecting west 74.2' to the point of intersection of said center line with the Hayden - Anderson property line, said intersection point being on or near a wire fence marking said property line and being 450 feet along said property line south 70 degrees and 11 minutes west) from the center line of the Hayden Road, so called.

Thence from the last described point across land said to be now or formerly of one Anderson along the last described curve (26 degrees, radius 222.3 feet, deflecting west), 73.4 feet; thence north 3 degrees and 3 minutes east 197.6 feet; thence along a 20 degree curve (radius 287.9 feet), deflecting west 115.0 feet; thence north 19 degrees and 57 minutes west 113.5 feet; thence along a 20 degree curve (radius 287.9 feet), deflecting east 119.4 feet; thence north 3 degrees and 56 minutes east 156.1 feet to the point of intersection of said center line with the anderson-Bodurtha property line, said intersection point being on or near a rail fence marking said property line and being 180 feet along said property line (south 69 degrees and 4 minutes west), from the center line of the Birch Hill Road, so called.

Thence from the last described point across land said to be now or formerly of one Bodurtha north 3 degrees and 56 minutes east 94.7 feet; thence along a 10 degree curve radius 573.7 feet), deflecting west 172.8 feet, there being excluded from this course, however, the portion of said course which may be comprehended within the legal limits of the Birch Hill Road, so called; thence north 13 degrees and 21 minutes west 97.1 feet; thence along a 14 degree curve (radius 410.3 feet), deflecting east 147.5 feet; thence north 7 degrees and 18 minutes east 205.0 feet; thence along a 22 degree curve (radius 262.0 feet), deflecting west 36.0 feet to the point of intersection of said center line with the Bodurtha-Wyman property line, said point of intersection being south 74 degrees and 22 minutes east 192.5 feet from the southeast corner of a barn said to be now or formerly of one Wyman and being south 68 degrees and 46 minutes east 204 feet from the north east corner of said barn.

Thence from the last described point across land said to be now or formerly of one Wyman along the last described curve (22 degrees, radius 262.0 feet), deflecting west 186.3 feet to the point of intersection of the center line with the Wyman-Hamilton property line, which point of intersection is on or near a stone wall marking said property line and being 302 feet along said property line (south 86 degrees and 8 minutes east) from the center line of Birch Hill Road, so called.

Thence from the last described point across land said to be now or formerly of one Hamilton along the last described curve (22 degrees, radius 262.0 feet, deflecting west) 1.9 feet; thence north 42 degrees and 2 minutes west 185.0 feet; thence along a 16 degree curve (radius 359.3 feet), deflecting east 150.9 feet; thence two center lines continue across land said to be now or formerly of one Hamilton: the first along an 84 degree and 44 minutes curve (radius 74.2 feet), deflecting east 78.4 feet to the point of intersection of said center line with the southerly boundary of the State Highway between Woronoco and Blandford, which intersection point is 385.0 feet along said boundary line (south 85 degrees and 53 minutes east) from the intersection point of the State Highway and the Birch Hill Road, so called: the second, north 17 degrees and 53 minutes west 27.9 feet; thence along a 50 degree curve (radius 118.3 feet), deflecting west 61.8 feet to the point of intersection of said center line with the southerly boundary of the said State Highway, which intersection point is 325.0 feet along said boundary line (south 85 degrees and 53 minutes east) from the intersection point of the State Highway with the Birch Hill Road, so called.

The layout above described is indicated on a plan prepared by the City of Springfield, Water Department, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

Plan and Profile		
The New Highway		
From Near the Junction of		
BLANDFORD-WORONOCO HIGHWAY & BIRCH HILL ROAD		
To Cobble Mountain Dam Site		
Sheet No. 1 of 3 Sheets		
December 1, 1926	Scales Hor. 1"=200'	No. 1
	Vert. 1"= 20'	
(Sheet No. 2 of 3 Sheets)		No. 2
and		
(Sheet No. 3 of 3 Sheets)		No. 3

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcels are indicated on plans on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, prepared as follows:

Plan of Proposed Highway		
Through the Land of		
A. E. Blakesley		
December 1, 1926	Scale - 1"=200'	No. 1
Plan of Proposed Highway		
Through the Land of		
R. W. HAYDEN		
December 1, 1926	Scale 1"=400'	No. 2

Plan of Proposed Highway Through the Land of S. A. ANDERSON Dec. 1, 1926	Scale 1"=100'	No. 3
Plan of Proposed Highway Through the Land of S. H. BODURTHA Dec. 1, 1926	Scale 1"=100'	No. 4
Plan of Proposed Highway Through the Land of E. C. WYMAN Dec. 1, 1926	Scale 1"=50'	No. 5
Plan of Proposed Highway Through the Land of C. W. HAMILTON Dec. 1, 1926	Scale 1"=50'	No. 6

and are further described as follows:

PARCEL No. 1 From A. E. BLAKESLEY. Beginning at a point on the property line of Blakesley and the City of Springfield, which point is on or near a wire fence marking said property line and is 137.5 feet along said property line easterly from Birch Meadow Brook, so called, the center line of a strip or parcel of land three rods in width, containing 102,183 square feet or 2.35 acres is described as follows:

Beginning at the said point, across land said to be now or formerly of one Blakesley, north 6°02' west 182.6 feet; thence north 8°48' west 279.5 feet; thence north 8°50.5' west 166.7 feet; thence north 17°53' west 156.3 feet; thence along a 10 degree curve (radius 573.7 feet) deflecting east, 129.3 feet, there being excluded from this course, however, that portion of said course which may be comprehended within the legal limits of Birch Meadow Road, so called, thence north 4°57' west 6.2 feet; thence along a 10° curve (radius=573.7 feet) deflecting east, 189.5 feet; thence north 14°00' east 97.9 feet; thence north 19°38.5' east 141.2 feet; thence north 10°44' east 110.4 feet; thence along a 32° curve (radius=181.4 feet) deflecting east, 117.7 feet; thence north 48°20' east 70.1 feet; thence along a 26° curve (radius 222.3 feet) deflecting west, 183.3 feet; thence north 0°43' east 159.2 feet; thence along a 16° curve (radius 359.3 feet) deflecting west, 134.3 feet to the point of intersection of said center line with the Blakesley-Hayden property line, said point of intersection being south 56°17' east 93 feet from the south-east corner of the ice house said to be now or formerly of one Hayden, and being south 45°16' east 136 feet from the north-east corner of said ice house.

PARCEL NO. 2 From R. W. HAYDEN. Beginning at a point on the Blakesley-Hayden property line, which point is south 56°17' east, 93 feet from the southeast corner of the ice house, said to be now or formerly of one Hayden, and being south 45°16' east, 136 feet from the northeast corner of said ice house, the center line of a strip or parcel of land, three rods in width, containing 165,668 square feet or 3.80 acres, is described as follows:

Beginning at said point across land said to be now or formerly of one Hayden, along a 16° curve (radius 359.3 feet) deflecting west 65.6 feet; thence north 31°16' west 184.4 feet; thence along a 14° curve

(radius 410.3 feet) deflecting east 283.3 feet; thence north $8^{\circ}23'$ east 758.0 feet; thence along a 12° curve (radius 478.3 feet) deflecting west 198.0 feet; thence north $15^{\circ}25'$ west 172.9 feet; thence north $16^{\circ}03'$ west 442.0 feet; thence north $8^{\circ}28'$ west 483.3 feet; thence along a 7° curve (radius 819.0 feet) deflecting east 386.2 feet; thence north $18^{\circ}36'$ east 109.6 feet; thence along a 15° curve (radius 383.1 feet) deflecting east 150.2 feet; thence north $41^{\circ}09'$ east 37.8 feet; thence along a 26° curve (radius 222.3 feet) deflecting west, 74.2 feet to the point of intersection of said center line with the Hayden-Anderson property line, said intersection point being on or near a wire fence marking said property line and being 450 feet along said property line (south $70^{\circ}11'$ West) from the center line of Hayden Road, so called.

PARCEL NO. 3 From S. A. ANDERSON. Beginning at a point on the Hayden-Anderson property line, which point is on or near a wire fence marking said property line, and is south $70^{\circ}11'$ west, 450 feet along said property line from the center line of the Hayden Road, so-called, the center line of a strip or parcel of land, three rods in width, containing 38,420 square feet or .88 acres, is described as follows:

Beginning at the said point across land said to be now or formerly of one Anderson, along a 26° curve (radius 222.3 feet) deflecting west, 73.4 feet; thence north $3^{\circ}03'$ east 197.6 feet; thence along a 20° curve (radius 287.0 feet) deflecting west 115.0 feet; thence north $19^{\circ}57'$ west 113.5 feet; thence along a 20° curve (radius 287.9 feet) deflecting east 119.4 feet; thence north $3^{\circ}56'$ east 156.1 feet to the point of intersection of said center line with the Anderson-Bodurtha property line, said intersection point being on or near a rail fence marking said property line and being 180 feet along said property line (south $69^{\circ}04'$ west) from the center line of the Birch Hill Road, so-called.

PARCEL NO. 4 From S. H. BODURTHA. Beginning at a point on the Anderson-Bodurtha property line, which point is on or near a rail fence marking said property line and being south $69^{\circ}04'$ west, 180 feet along said property line westerly from the center line of Birch Hill Road, so-called, the center line of a strip or parcel of land 3 rods in width containing 36,029 square feet or 0.83 acres, is described as follows:

Beginning at the said point, across land said to be now or formerly of one Bodurtha, north $3^{\circ}56'$ east, 94.7 feet; thence along a 10° curve (radius 573.7 feet) deflecting west 172.8 feet, being excluded from this course, however, that portion of said course which may be comprehended within the legal limits of the Birch Hill Road, so-called; thence north $13^{\circ}21'$ west, 97.1 feet; thence along a 14° curve (radius 410.3 feet) deflecting east 147.5 feet; thence north $7^{\circ}18'$ east 205.0 feet; thence along a 22° curve (radius 262.0 feet) deflecting west 36.0 feet to the point of intersection of said center line with the Bodurtha-Wyman property line, said point of intersection being south $74^{\circ}22'$ east, 192.5 feet from the southeast corner of a barn said to be now or formerly of one Wyman, and being south $68^{\circ}46'$ east, 204.0 feet from the northeast corner of said barn.

PARCEL NO. 5. From E. C. WYMAN. Beginning at a point on the Bodurtha-Wyman property line, which point is south $74^{\circ}22'$ east, 192.5 feet from the southeast corner of a barn said to be now or formerly of one Wyman, and being south $68^{\circ}46'$ east, 204.0 feet from the northeast corner of said barn, the center line of a strip or parcel of land, three rods in width containing 9,023 square feet, or 0.21 acres, is described as follows:

Beginning at the said point across the land said to be now or formerly of one Wyman along a 22° curve (radius 262.0 feet) deflecting west 186.3 feet to the point of intersection of said center line with the Wyman-Hamilton property line, which point of intersection is on or near a stone wall marking said property line and being 302.0 feet along said property line, south $86^{\circ}08'$ east, from the center line of the Birch Hill road, so-called.

PARCEL NO. 6 From C. W. HAMILTON. Beginning at a point on the Wyman-Hamilton property line, which point is on or near a stone wall marking said property line and being south 86 degrees and 8 minutes east 302 ft. along said property line from the center line of the Birch Hill Road, so called, the center line of a strip or parcel of land three (3) rods in width containing 22,800 sq. ft. or 0.52 acres, is described as follows:

Beginning at the said Point across land said to be now or formerly of one Hamilton, along a 22 degree curve (radius 262.0 Feet), deflecting west, 1.9 feet; thence north 42 degrees and 2 minutes west 185.0 feet; thence along a 16 degree curve (radius 359.3 feet), deflecting east 150.9 feet; thence two center lines continue across land said to be now or formerly of one Hamilton: the first along an 84 degree and 44 minute curve (radius 74.2 ft.), deflecting east 78.4 feet to the point of intersection of said center line with the southerly boundary of the State highway between Woronoco and Blandford, which intersection point is 385 feet along said boundary line (south 85 degrees and 53 minutes east) from the intersection point of the State highway and the Birch Hill Road, so called; the second, north 17 degrees and 53 minutes west 27.9 feet; thence along a 50 degree curve (radius 118.3 feet), deflecting west 61.8 feet to the point of intersection of said center line with the southerly boundary of the said State Highway, which intersection point is 325 feet along said boundary line (south 85 degrees and 53 minutes east) from the intersection of the State Highway and the Birch Hill Road, so-called.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To	A. E. Blakesley of Blandford	\$424.00
	R. W. Hayden "	1000.00
	S. A. Anderson "	150.00
	S. H. Bodurtha "	145.00
	E. C. Wyman "	150.00
	C. W. Hamilton "	225.00

To be paid to them when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the work shall be completed on or before the first day of October, 1927.

It is ordered that the work be done in accordance with said plans and specifications, and that if any special or unusual damage is done to the surface of the road by the City of Springfield in its construction work, same shall be repaired and the road placed in good condition by the City of Springfield.

By agreement between the Town of Blandford and the City of Springfield as communicated by both parties to the County Commissioners and with the approval of the Commissioners, the work of building said way shall be done by the City of Springfield, it is ordered that the expense of building said way shall be borne and paid for by the City of Springfield, and that the said City pay to the several parties from whom land is taken the amount awarded as above set forth or such amount as the parties damaged may finally recover.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

George S. Cook)
 John Hall) County
 John G. Maxfield) Commissioners.

Hampden, ss. County Commissioners' Meeting, January 26, A. D. 1927.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Charles M. Calhoun, Clerk.

Orders to transfer

Orders to transfer from Reserve Fund to

Care & Support of Prisoners, including salaries	\$300.00
Law Library	276.75
Trial Justices	625.00
Clerical Assistance in County Offices	2,504.86
Repairing, Furnishing County Buildings	1,059.73
Care and Support of Prisoners, including salaries	4,585.05

Vote

December 29, 1926 Voted to increase salaries of Mr. S. Leigh F. Fancher and Mrs. S. Leigh F. Fancher, effective Dec. 1, 1926.

Order

Ordered, that County Treasurer be authorized and directed to pay Town of Granville \$600. for rebuilding a section of Hartland Road near Noble & Cooley Drum Factory in Granville.

Vote

Voted, County Treasurer authorized and directed to expend a sum not exceeding \$1,100. from any funds in Treasury on account of Civil Expenses in Supreme and Superior Courts as appropriation for said acct. is insufficient for year 1926.

Vote

January 5, 1927 Voted, this day to appoint Henry W. Ely of Westfield Hampden County, Mass. as attorney for the Hampden County Commissioners, for the year 1927, and he hereby is appointed.

Order

Ordered, County Treasurer authorized and directed to pay \$10,617.21 received as rentals from Springfield Street Railway Company under its contract with the County of Hampden with reference to Hampden County Memorial Bridge to Springfield, West Sfld. Holyoke, Westfield, Agawam and County of Hampden.

Vote

Voted, the re-election of Mr. Frank M. West as Treasurer for County Aid to Agriculture, and election of Mr. H. N. Clark as Assistant Treasurer for ensuing year, approved under Ch. 129, Sec. 40 of G.L.

January 6, 1927

George S. Cook, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

Order to arrest

January 12, 1927

Order to arrest Paul Daubitz, holder of permit to be at liberty.

January 19, 1927

Apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County

December Meeting 1926

Agawam	\$455.58
Blandford	65.66
Brimfield	82.08
Chester	98.50
East Longmeadow	172.38
Granville	49.25
Hampden	41.04
Holland	12.31
Longmeadow	410.34
Ludlow	586.91
Monson	238.05
Montgomery	16.41
Palmer	944.05
Russell	303.72
Southwick	123.12
Tolland	24.62
Wales	32.83
West Springfield	1,637.94
Westfield	1,416.30
Wilbraham	213.42

Total \$6,924.60

January 19, 1927	Ordered, County Treasurer authorized and directed to pay to Walenty Kaliszewski the sum of \$500. in return for forfeited bail.	<u>Order</u>
	Voted, to appoint Mrs. J. P. Kirby of Chicopee, a member of the Board of Trustees for County Aid to Agriculture to fill the unexpired term of Mr. William H. Dexter, deceased.	<u>Vote</u>
January 20, 1927	County Estimate filed.	<u>County Estimate</u>
February 2, 1927	Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws, Chapter 35 Section 37, and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.	<u>Order</u>
February 4, 1927	Order by Mayor and Board of Aldermen, City of Springfield, to renumber all buildings on Worcester Street, Indian Orchard, from Holly Street to Lyons Street.	
February 16, 1927	Voted, to award County of Hampden Notes dated Feb. 16, 1927, payable Nov. 10, 1927, for \$300,000. to Commercial Trust Company of Springfield, Mass., at the rate of 3.66% discount, plus \$4.00 premium.	<u>Vote</u>
	Hearing was held on deer damage claim of Stanley E. Howes, Brimfield, Mass.	
February 24, 1927	Annual Report. All votes and decisions of the County Commissioners during the calendar year 1926 were not unanimous.	<u>Annual Report</u>
March 9, 1927	Released from Hampden County Training School on parole, Max Bettro.	<u>Released from Training School</u>
March 16, 1927	Approval of Deer Damage Claim of Stanley E. Howes of Brimfield.	

Order

March 23, 1927 Ordered, that County Treasurer be authorized and directed to pay the sum of \$10,489.14 to Hampshire County on the Tuberculosis Hospital Account.

Vote

Voted to accept proposal of Connecticut Valley Realty Company to purchase of the County a certain strip of land in West Springfield for the sum and price of \$4,858.28, etc.

Vote

March 30, 1927 Voted to re-appoint Mr. Harry C. Lane, of Westfield Mass. a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1927 to April 1, 1930.

Voted, to re-appoint Mr. R. F. McElwaine, of West Springfield, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1927 to April 1, 1930.

Voted, to rescind vote of March 23, 1927 and that the County Commissioners accept proposal of Connecticut Valley Realty Company to purchase of the County a certain strip of land in West Springfield for the sum and price of \$4,858.28 etc.

April 6, 1927

Ordered, County Treasurer, authorized and directed to pay to Treasurer of the Trustees for County Aid to Agriculture of Hampden County \$30,000. in four payments of \$7500. each, being county's appropriation for year 1927.

Claim for damages
done by deer

DEER DAMAGE CASES FOR MONTHS OF DECEMBER 1926 and MARCH 1927.

1926	Name	Amount	Fees & Travel
December 1	M. W. Gerrish Hamden	\$33.50	\$4.60
" 1	Sunnyside Fruit Co. "	53.25	4.60
" 1	John W. McDermott "	100.00	7.20
" 3	James O'Neil, West Warren	15.00	3.00
" 8	Edwin Hartley Westfield	35.00	5.40
" 8	C. H. Gowdy and W. H. Marshman "	225.00	5.40
" 24	William B. Cheney Brimfield	157.00	9.00
" 29	John Bashista Montgomery	45.00	4.80
1927			
March 16	Stanley E. Howes Brimfield	1,490.40	5.40

Claim for damages
done by dogs

The sum of Six Hundred Sixty-one Dollars and Seventy-Two cents (\$661.72) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sundry Accounts
\$80,089.26

Sundry accounts being presented, are allowed and the same amounting to the sum of Eight y Thousand, Eighty-nine Dollars and twenty-six cents are ordered to be paid from the County Treasury.

No. 20	Selectmen of Blandford, Petrs. for land to be taken to enlarge Hill Cemetery and to determine the quantity and bounds of land necessary to be taken by the Town and that same be taken in fee under Ch. 79 of the G. L.	April Meeting 1927 <u>Dismissed Case</u>
April 27, 1927	RESOLVED that deed presented from County of Hampden to Connecticut Valley Realty Co. be sealed with County seal, signed acknowledged and delivered by the County Commissioners in name and behalf of the County of Hampden to Connecticut Valley Realty Company.	<u>Resolve</u>
	Vote authorizing Sheriff Clark to purchase a new truck for the Jail at \$1625. delivered, from the General Motors Truck Company.	<u>Vote</u>
April 29, 1927	Voted, that the salaries of certain Clerks in Clerk of Courts' office, be increased.	<u>Votes</u>
	Voted, that the salaries of certain Clerks in the Registry of Deeds be increased.	
	Voted, that the salaries of Leah Foster and Welthy Northrop, Clerks in Springfield District Court be increased.	
	Voted that the salary of Ruth Gray, Clerk in Treasurer's office, be increased.	
	Voted, that the salary of Ada M. Glynn, Telephone Operator, be increased.	
	Voted, that the salary of Mrs. Mae M. Clark, Clerk at the Jail, be increased.	
	Voted, that the salaries of certain employees at the Jail be increased.	
	Voted, that the salaries of Bernard T. Smyth, Probation Officer and Roger F. Keleher, Juvenile Probation Officer Springfield District Court be increased.	
	Voted, that the salaries of Orphir E. Genest, Probation Officer, and Thomas Stansfield, Juvenile Probation Officer Holyoke District Court be increased.	
May 11, 1927	Vote of April 27, 1927 rescinded, to purchase Model T-20 one ton General Motors chassis with 6 cylinder Buick Motor, etc.	
May 18, 1927	Resolutions passed upon the death of Mr. S. Leigh Fancher	<u>Resolutions</u>
May 25, 1927	Ordered, County Treasurer authorized and directed to pay the sum of \$10,489.14 to Hampshire County on the Tuberculosis Hospital account.	<u>Order</u>

Order

May 25, 1927

Ordered, County Treasurer authorized and directed to pay the sum of \$1,420. to Bridget M. Veideman in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., in West Springfield.

Order to arrest

Order to arrest Thomas J. Durkin of Westfield, holder of permit to be at liberty.

Vote

Voted, to appoint Mr. Clifford M. Granger of Agawam, Mass. Superintendent of the Hampden County Training School.

Order

May 26, 1927

Order to permit Joseph Wertalka to be temporarily at liberty as a prisoner under Ch. 127, Section 128 of the General Laws.

Order to arrest

June 1, 1927

Order to arrest Arthur O. Bertheaume of Springfield, holder of permit to be at liberty.

Votes

June 1, 1927

Voted, to award the contract for furnishing coal at the Training School Building to H. C. Puffer Company.

Voted, to award contract for furnishing coal at the Jail and House of Correction to Punderson Coal Company.

Voted, to award contract for furnishing coal at the Court House and Hall of Records to M. S. Converse Co.

Voted, to award contract to furnish the County a Model T-20 one ton General Motors chassis with 6 cylinder Buick Motor, etc., to GENERAL MOTORS TRUCK COMPANY, at \$1625. delivered, etc.

June 8, 1927

Apportionment of County Tax.

Agawam	11733.33
Blandford	1691.29
Brimfield	2114.11
Chester	2536.93
Chicopee	93021.03
East Longmeadow	4439.63
Granville	1268.46
Hampden	1057.05
Holland	317.11
Holyoke	198726.75
Longmeadow	10570.57
Ludlow	15115.91
Monson	6130.93
Montgomery	422.82
Palmer	24312.31
Russell	7822.22
Southwick	3171.17
Springfield	409926.79
Tolland	634.23
Wales	845.64
West Springfield	42176.57
Westfield	36468.46
Wilbraham	5496.69

\$880000.00

Warrants issued June 8, 1927

To be paid on or before November 1, 1927.

April Meeting 1927

June 8, 1927 Leon Dufresne discharged from Hamden County Training School because father and mother have left the State of Massachusetts.

Discharged from Training School

June 15, 1927 Order to arrest Mike Sklarski of Holyoke, holder of permit to be at liberty, 36 days off for good behavior.

Order to arrest

Voted, to award contract to furnish and lay in District Court Room at Westfield, Armstrong's Battleship Linoleum, to Meekins, Packard & Wheat, Inc., at \$2.43 square yard.

Vote

Ordered, that County Treasurer be authorized and directed to pay \$5,873. to Town of Agawam on account of County's proportion of cost of work done on Maple & Bridge Sts., in Agawam.

Order

Voted, that the salary of Louise O. Smith, Assistant Librarian, be increased.

Vote

DEER DAMAGE CASES FOR MONTH OF MAY, 1927.

1927	Name	Amount	Fees & Travel
May 11	John McDermott Monson	\$20.00	\$2.40

Claim for damages done by deer

The sum of Three Hundred Seventy-Six Dollars and Seventy-three Cents (\$376.73) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Claim for damages done by dogs

Sundry accounts being presented, are allowed and the same amounting to the sum of Ninety-Five Thousand Three Hundred Fourteen Dollars and Forty-Nine Cents are ordered to be paid from the County Treasury.

Sundry Accounts \$95,314.49

Selectmen of Agawam,
Peters, for layout,
or alteration, and
specific repairs of
Bridge St., between
the Mittineague Bridge
so-called, & Maple St.
& Maple St. from its
junction with Bridge
St. to its junction
with Springfield St.
in Agawam, and for
appropriation.

19

HIGHWAY

Book #8

Page #39-42

To the Honorable, the County Commissioners of the County of
Hampden:

Respectfully represents your petitioners that they are the Select-
men of the Town of Agawam, and are by said Town authorized to make this
petition.

That public necessity and convenience require that Bridge Street
between the Mittineague Bridge, so-called, and Maple Street, and Maple
Street from its junction with Bridge Street to its junction with
Springfield Street, all within the limits of said Town be laid out or
altered as highways:

That the wrought portion of said Bridge Street and Maple Street
within said Town between said termini is rough, worn, uneven, full of
holes, and is dangerous for public travel, and that said streets
themselves are narrow, crooked, indefinite and unmarked as to boundaries.

That within the current municipal year of said Town of Agawam it
has appropriated the sum of fifteen thousand dollars for the construc-
tion of permanent paving within said highways, and has directed your
petitioners to petition the County of Hampden and the Commonwealth of
Massachusetts for an appropriation to be used in conjunction with the
money appropriated by said Town for the construction of such permanent
paving.

Wherefore your petitioners pray that after due proceedings had,
your Honorable Board do either lay out or alter said Bridge Street and
Maple Street within said termini, or in conjunction with such laying
out or altering, or separately therefrom, that you direct specific
repairs to be made of said existing ways in such manner as public
convenience and necessity may require, and that you appropriate to be
expended by the County of Hampden a sum of money to be used in con-
junction with the money heretofore appropriated by the Town of
Agawam for such purpose, and also in conjunction with such money, if
any, as the Commonwealth of Massachusetts through its department of
Public Works may appropriate, to be expended for carrying out the
provisions of such order and decree as you may make in the premises.

Giles W. Halladay

Charles W. Hull

H. Preston Worden

Selectmen for the Town of Agawam.

Agawam, Mass., April 29, 1926.

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield, within and for said County on the 4th
day of May, 1926, and due proceedings having been had thereon, on the
28th day of September, 1927, the Commissioners file the following final
decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, September 28, 1927.

On the petition of the Selectmen of Agawam, for layout, or alterations, and specific repairs of Bridge Street between the Mittineague Bridge, so-called, and Maple Street, and Maple Street from its junction with Bridge Street, to its junction with Springfield Street in Agawam, and for appropriation.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1926, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Agawam to West Springfield and being locally known as Maple and Bridge Streets, the work to begin at about station 224 on Maple Street about 100 feet south of North and Springfield Streets, and extend in a northerly direction on Maple and Bridge Streets to station 269+67; these repairs to be made according to specifications set forth in agreement between the Department of Public Works - Division of Highways, and the Town of Agawam, said agreement being dated November 30, 1926, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam on certificate of the Department of Public Works, one-third of the cost of said work not exceeding the sum of FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

To the Honorable Board of County Commissioners of the County of
Hampden:

The undersigned, inhabitants of the Town of Monson, in said County, respectfully represent that there is in said Town of Monson, a public highway known as Bliss Street; that the boundaries of said highway from its intersection with Main Street to its intersection with Bridge Street are ill-defined and uncertain; and that common convenience and necessity require that the same shall be ascertained and established and that said public highway shall be relocated.

Wherefore your petitioners pray that, after due notice and proceedings had in the premises, your Honorable Board will relocate said Bliss Street between the points named for the purpose of establishing

Inhabitants of Town
of Monson, Petrs.
for relocation &
alteration of Bliss
St. from its inter-
section with Main
St. to its inter-
section with Bridge
St. in Town of
Monson.

the boundary lines of said way and make such alterations in the course and width thereof as may be necessary for public travel and as common convenience and necessity may require.

Dwight W. Ellis
F. J. Entwistle
Wilfred Kimber
C. L. Rickett
Henry F. Miller
A. H. Makepeace
W. C. Bradway
F. G. Maguire
Frank R. Rees
Norman P. Dempsey

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 6th day of October, 1926, and due proceedings having been had thereon, on the 14th day of September, 1927, the Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Sept. 14, 1927.

On the Petition of the Inhabitants of the Town of Monson praying for a highway to be relocated and altered (Bliss Street) in Monson - It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of November A. D. 1926, view said highway, and hear all parties interested, and did adjudge that the boundaries of said way are uncertain, that common convenience and necessity required that said highway should be relocated, altered and established. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and establish said highway in the manner following: Beginning at a concrete bound near the easterly location line of the New London Northern Railroad, said bound being 14 feet easterly from the easterly end of the northerly abutment of the underpass at said railroad, thence N 70°10' E 35.50 feet to a concrete bound, thence easterly by a curve to the right with a radius of 492.30 feet for a distance of 234.44 feet to a concrete bound; thence S 82°30' E. 123.04 feet to a concrete bound, thence easterly by a curve to the left with a radius of 179.20 feet, 146.55 feet to a concrete bound opposite land of Ricketts & Shaw, thence N 44°36' E. 60.26 feet to a concrete bound, thence N 36°6' E. 56.35 feet to a concrete bound, thence N 24°6' E. 68 feet to a concrete bound, thence N 14°1' E. 196.64 feet to a drill hole in a rock in front of the Woolen Mill of said Ricketts & Shaw, thence northeasterly by a curve to the right with a radius of 307.90 feet 123.90 feet to a concrete bound; thence N 37°10' E. 222.82 feet to a concrete bound opposite land of the Town of Monson, thence N 70° 58' E. on land of the Town of Monson and land of Harriett Sheffield 311.65 feet to a concrete bound at or near the westerly line of Main Street.

The above is a description of the northwesterly line of the highway as relocated.

The southeasterly line is described as follows:-

Beginning at a concrete bound on the easterly location line of the New London Northern Railroad 19.7 feet easterly from the easterly end of the southerly abutment of the underpass at said railroad, thence N. 64° 21' E. 51.30 feet to a concrete bound, thence easterly by a curve to the right with a radius of 464.30 feet 221.10 feet to a concrete bound; thence S. 82°30' E. 44.15 feet to a concrete bound.

For the last two courses the highway is laid out 28 feet wide and is abutted on both sides by land of the A. D. Ellis Mills, Inc., thence S 73°56' E. 201.54 feet to a concrete bound on the southerly line of Oak Street, thence N 27°40' E. crossing said Oak Street 98.75 feet to a concrete bound opposite land of Frederick W. Ellis, thence N 50° 55' E. 65.14 feet to a concrete bound.

From this point to the end of the relocation at Main Street, the southerly line of the highway as relocated is parallel with and 40 feet distant from the northerly line.

The foregoing description is indicated on plan marked, County of Hampden, Bliss Street in Monson as relocated by the County Commissioners, Scale 1"=40' May 1927, W. H. & H. W. Brainerd, Engineers.

In the event that the carrying out of this order requires that land be acquired, same shall be acquired at the expense of the Town of Monson.

Any improvement of said way shall be made at the expense of the Town of Monson and all legal damages sustained, if any, by any abutter shall be paid by said Town.

George S. Cook)
John Hall) County Commissioners.
John G. Maxfield)

Hampden, ss. County Commissioners' Meeting, Sept. 14, A. D. 1927.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

July 6, 1927	Ordered, County Treasurer authorized and directed to pay the sum of \$3,544.71 to Town of Agawam on account of County's proportion of cost of work done on Maple & Bridge Streets in Agawam.	Order
July 13, 1927	Voted, County Treasurer, authorized to purchase \$10,000 Prin. Illinois Power and Light Corp. bonds and \$10,000 Prin. Wisconsin Michigan Power Co. bonds, from War Chest Fund of County of Hampden.	Vote
July 20, 1927	Voted, County Treasurer, authorized and empowered to sell, assign and transfer \$10,000. Adirondack Power & Light Corp. 6% bonds, War Chest Fund Acct.	Vote
July 13, 1927	William McDevitt released from Hampden County Training School, on parole.	Released from Training School

Order

July 27, 1927

Ordered, County Treasurer authorized and directed to pay to County of Hampshire the sum of \$10,301.41 in two payments - County of Hampden's share of expense of maintenance of Mt. Tom State Reservation Commission.

Order

Ordered, County Treasurer authorized and directed to pay \$2,238.72 to Town of Chester on account of County's proportion of cost of work done on Chester Hill Road.

Vote

Voted, the election of Wilson B. Chandler as Treasurer for County Aid to Agriculture, approved according to Ch. 128, Sec. 40 of the G. L.

Order

August 24, 1927

Ordered, County Treasurer be authorized and directed to pay \$1800. to Town of Hampden on acct. of County's proportion of cost of work done on Main Street in the Town of Hampden.

August 31, 1927

Braddock Street Renumbering, formerly Rochelle Street from Annawon Street to Westford Circle, as ordered by Board of Aldermen, Springfield, May 17, 1927.

Order to arrest

Order to arrest John Urban of Holyoke, holder of permit to be at liberty.

Order

September 7, 1927

Ordered, County Treasurer authorized and directed to pay \$851.37 to employees on Blandford-Otis Road, Ch. 90 Allot. #204, on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Vote

September 14, 1927

Voted, to award County of Hampden Notes Nos. 284 to 297 incl., for \$250,000. to S. N. Bond & Co. of Boston.

Order

Ordered, County Treasurer authorized and directed to pay \$744.50 to Town of Blandford on account of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Vote

Voted, to appoint Dr. J. Perry Graham of Springfield as Jail Physician to fill vacancy caused by death of Dr. Harry C. Martin.

Order to arrest

September 21, 1927

Order to arrest holder of parole, Daniel Leary.

Order

Ordered, County Treasurer be authorized and directed to pay \$1,112. to Town of Blandford on account of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Order

Ordered, County Treasurer authorized and directed to pay \$3,000. to Town of Hampden on account of County's proportion of cost of work done on Main St., in Hampden.

Released from
Training School

Released from Hampden County Training School on parole, Daniel Donoghue.

June Meeting 1927

Sept. 28, 1927 Ordered, County Treasurer, authorized and directed to pay \$4,196.64 to Town of Agawam on acct. of County's proportion of cost of work done on Maple and Bridge Sts., in Agawam.

Orders

Order, County Treasurer authorized and directed to pay \$945.50 to Town of Blandford on account of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Ordered, County Treasurer authorized and directed to pay \$87.58 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Holland.

Ordered, County Treasurer authorized and directed to pay \$4,026. to City of Holyoke on acct. of County's proportion of cost of work done on Northampton St., in the City of Holyoke.

Ordered, County Treasurer authorized and directed to pay \$678.18 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Town of Brimfield.

Sept. 29, 1927 Appointment of Mr. Arthur E. Poor as Police Officer for County of Hampden.

Appointment

Sept. 30, 1927 Renumbering certain houses on Bloomfield Street, notice of change from Dept. of Sts. and Engineering, City of Springfield,

Renumbering of a certain house on Belmont Ave., notice of change from Dept. of Sts. and Engineering, City of Springfield.

DEER DAMAGE CASES FOR MONTHS OF JULY, AUGUST & SEPTEMBER 1927

Claim for damages done by deer

1927			Amount	Fees & Travel
July 13	Gowdy & Marshman	Westfield	\$187.50	\$5.40
" "	Charles Bennett	Monson	20.00	2.00
20	Edward Stinson	"	10.00	2.00
20	Mrs. Theodore Gunther	Hampden	33.50	4.70
22	William S. Spooner	Brimfield	15.00	1.40
27	Richard B. Chamberlain	Montgomery	5.00	1.60
Aug. 3	C. W. Shepard	Blandford	18.00	2.30
" 3	Clarence E. Sikes	Montgomery	15.00	1.70
" 10	Albert S. Geer	Palmer	50.00	4.40
31	Archie Williams	(Westfield) Granville Rd.	3.00	1.80
31	Archie Williams	Mundale	6.00	1.80
31	William Coleman	"	15.00	1.80
Sept. 7	Archie Williams	"	6.00	1.80
" 14	Wilbert R. Loomis	"	8.00	1.80
" 14	Frank W. Merriam	Brimfield	15.00	2.00
" 14	Edward P. Marriott	"	20.00	1.60
" 21	Everett E. Bradley	Wales	5.00	2.00
" 21	Richard Schellander	"	5.00	2.00
21	Fred N. Lawrence	Brimfield	20.00	1.60

Appointment

Sept. 29, 1927 Appointment of Mr. John J. Courtney as Police Officer for County of Hampden.

Claim for damages
done by dogs

The sum of One Thousand Eight Hundred and Three Dollars and Sixty-Three cents (\$1,803.63) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sundry Accounts
\$117,735.72

Sundry accounts being presented, are allowed, and the same, amounting to the sum of One Hundred Seventeen Thousand Seven Hundred Thirty-Five Dollars and Seventy-Two Cents are ordered to be paid from the County Treasury.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that specific repairs be made by grading, resurfacing and hardening or otherwise repaired as may be necessary, on the Main Road, an existing highway in said Town which lies between Montgomery and Huntington.

Selectmen of Montgomery, Petrs. for specific repairs on Main Road in Montgomery which lies between Montgomery & Huntington and for aid.

26

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Tenth day of February, 1927.

Walter D. Allyn)
Myron B. Avery) Selectmen
Myron E. Kelso) of
Montgomery

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 11th day of February, 1927, and due proceedings having been had thereon, on the 23rd day of November, 1927, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 23, 1927

On the petition of the Selectmen of Montgomery for specific repairs on main road in Montgomery which lies between Montgomery and Huntington, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Westfield, and being locally known as the Main Road, the work to betin at station 26+50, and extend in a south-easterly direction to station 18+50; these repairs to be made according to specifications set forth in agreement of the Département of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Hampden, Petrs. for re-location, alteration & specific repairs on Hampden-East Longmeadow highway, and for aid.

27

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned Selectmen of the Town of Hampden, in said County, that common convenience and necessity require the re-location, alterations and specific repairs in a certain highway located in said Town of Hampden, namely, that part of highway between Hampden and East Longmeadow extending easterly from Sta. 126+50 about 4500 feet; that alterations be made in its course and width; that said part of said road be specifically repaired by grading, re-surfacing or hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore your petitioners pray that your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made and that said County contribute towards the expense of said repairs.

Dated this 15th day of February, 1927.

N. S. Kibbe)
N. M. Carew)
J. J. Flynn)

Board of Selectmen
of the Town
of Hampden.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 10th day of March, 1927, and due proceedings having been had thereon, on the 30th day of November, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 30, 1927.

On the petition of the Selectmen of Hampden for relocation, alteration and specific repairs on Hampden-East Longmeadow highway, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to East Longmeadow, and being locally known as Main Street, the work to begin at the end of the section of said road improved in 1926, station 126+50, and extend in an easterly direction to station 166+50, and beginning again at the end of the section of said road now being improved, station 170+50, and extend in an easterly direction to station 178+0; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed NINE THOUSAND DOLLARS (\$9,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

George S. Cook)County
John Hall)Commissioners
John G. Maxfield)of Hamden
County.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of
Holland, in said County, that common convenience and necessity require
that specific repairs be made by grading, resurfacing and hardening or
otherwise repaired as may be necessary, on the Brimfield Road, an exist-
ing highway in said Town which lies between Holland and Brimfield.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this eighteenth day of March 1927.

John H. Trepania)
James A. Roberts)
Andrew J. Bagley)

Selectmen
of
Holland

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 19th day of March, 1927, and due proceedings having been had thereon, on the 23rd day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 23, 1927.

On the petition of the Selectmen of Holland for specific repairs on Brimfield Road which lies between Holland and Brimfield in Holland, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Holland to Brimfield, and being locally known as the Brimfield Road, the work to begin at the end of the section of said road improved in 1926, station 6, and extend in a southerly direction to station 14; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

Selectmen of Holland.
Petr. for specific
repairs on Brimfield
Road which lies be-
tween Holland and
Brimfield, in Holland
and for aid.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden

Inhabitants of Palmer,
Petr. for reloca-
tion of Belchertown
Road for purpose of
establishing boundary
lines and monumenting
same, specific repairs
thereon, and aid.

29

Plans in Book 8
Pages 43,44,45

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN, IN THE
COMMONWEALTH OF MASSACHUSETTS;

Respectfully represent your petitioners, inhabitants of Palmer, that there is in the village of Three Rivers, in the Town of Palmer, a public way known as the Belchertown Road, leading from the northerly terminus of Bridge Street, near the crossing of the Athol Branch of the Boston & Albany Railroad, northerly to the Belchertown town line; that the boundaries of said way are ill-defined and uncertain, and that said way is too narrow to accomodate reasonably the travel thereover, and that specific repairs thereon should be made.

Wherefore your petitioners pray that, after due notice had in the premises, your Honorable Board will relocate said Belchertown Road, between the points described, for the purpose of establishing the boundary lines of said way and monumenting the same, and making such alterations in the course and width thereof as may be necessary to make it safe for public travel and as common convenience and necessity may require; and that the County of Hampden contribute such sum of money as your Honorable Board shall deem proper toward the expense of said repairs and improvements.

March 18, 1927.

Homer A. Shaw and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 25th day of March, 1927, and due proceedings having been had thereon, on the 21st day of December, said Commissioners file the following relocation report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioner's Meeting, December 21, 1927.

On the Petition of the Inhabitants of the Town of Palmer praying for a highway to be relocated for purpose of establishing boundary lines and monumenting same, specific repairs thereon, and aid, (Belchertown Road). It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 25th day of May A. D. 1927, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and order specific repairs made on said highway in the manner following:

Beginning at a concrete bound in the westerly location line of the Athol Branch of the Boston & Albany Railroad and at the easterly corner of land of the heirs of Andrew Fenton, thence N. 22°30' W. 144.85 feet

on land of the heirs of said Fenton to a concrete bound, thence by a curve to the right with a radius of 408.1 feet 223.70 feet to a concrete bound opposite land of the Otis Company, thence N. 9° 0' E. 659 Ft. to a concrete bound opposite land of I. and B. Witkowski, thence by a curve to the left with a radius of 1612.30 feet 265.42 feet to a concrete bound opposite land of Szyman and Agata Kokoszka, thence N. 0° 26' W. 664 feet to a concrete bound opposite land of Ignacy Pytka, thence N. 1° 26' W. 517.87 feet to a concrete bound in the town line between Palmer and Belchertown.

The above is a description of the westerly line of the highway as relocated, the easterly line is parallel therewith and 50 feet distant therefrom.

The above description is indicated on plan by S. H. & H. W. Brainerd, Engineers, marked, "County of Hampden, Plan of Highway in Palmer from Three Rivers to the Belchertown Line as Relocated by the County Commissioners."

The Commissioners order the following specific repairs made on said Belchertown Road leading from Three Rivers to Belchertown, the work to begin at station 0, and extend in a northerly direction to the Belchertown line, station 24+40; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500.) towards the repairing of this highway.

The following described parcels of land are taken for purposes of said highway by right of Eminent Domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto:

Mary and Nellie Fenton and their Heirs. Beginning at a point on the easterly side of the Belchertown road as said road was formerly located, at a corner of land of Thomas Bail, thence northeasterly on land of said Bail, about 6 feet, to the new location of the easterly line of said road, thence northerly along said new location line by a curve to the right with a radius of 358.10 feet about 85 feet, to the intersection of the former easterly line of said road, with the present easterly line, thence southerly, and southeasterly, along the former easterly line of said road to the place of beginning. Containing about 640 square feet.

Thomas Bail Beginning at a point on the easterly side of the Belchertown road as said road was formerly located, at a corner of land of Nellie Fenton and the heirs of Mary Fenton, thence northeasterly on land of said Fenton about six feet to the new location of the easterly line of said road, thence southerly along said new location line by a curve to the left with a radius of 358.10 feet for about 50 feet to the intersection of the new location line with the former easterly location line of said road, thence northwesterly on said former location line of said road about 50 feet to place of beginning. Containing about 160 square feet.

Said parcels are indicated on plan on file in the Hampden County Registry of Deeds prepared as follows:

County of Hampden
Plan of Land taken in Palmer
Of Nellie Fenton and the Heirs of Mary Fenton
and of Thomas Bail
By the Relocation of the Belchertown Road
Scale 1"=40' 1927

W. H. & H. W. Brainerd, Engineers.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To	Mary and Neillie Fenton and their Heirs	\$75.00
	Thomas Bail	25.00

Payment to be made to the several parties damages by the Town of Palmer when entry is actually made upon the premises for highway purposes.

George S. Cook)
John Hall) County Commissioners.
John G. Maxfield)

Hampden, ss.

County Commissioners' Meeting, Dec. 21, A. D. 1927.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Selectmen of Chester,
Petr. for specific
repairs on Middle-
field Road leading
from Chester Village
to Middlefield in
Chester, and for aid.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

We, the undersigned, Selectmen of Chester hereby certify and represent that the highway called the Middlefield road leading from Chester Village to Middlefield, that said road is dangerous and is in need of extensive repairs, and that public convenience and necessity requires that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said Road, and make grant from the County to the Town of Chester for aid for said repairs, and as in duty bound would ever pray.

John E. Cooney

Thomas Rose

Leon J. Kelso

Selectmen of Chester

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Nov. 30, 1927

On the Petition of the Selectmen of Chester for specific repairs on Middlefield Road leading from Chester Village to Middlefield, in Chester, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should made.

At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester Village to Middlefield, and being locally known as the Middlefield Road, the work to begin at the end of the section of said road improved in 1926 station 72, and extend in a northwesterly direction to station 80, and beginning again at station 80 and extend in a northerly direction to station 85; these repairs to be made according to specifications set forth in agreements of the Department of public works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

We the Selectmen of the Town of Chester hereby certify and represent that the highway called the Chester Hill Road leading from Huntington to Middlefield, that said road is dangerous and in need of extensive repairs and that Public convenience and necessity require that specific repairs be made upon said road.

Selectmen of Chester,
Petr. for specific
repairs on Chester
Hill Road leading
from Huntington to
Middlefield, in
Chester, and for aid.

31

We humbly petition your Board to view the same and order specific repairs on said road, and make grant from the County to the Town of Chester for aid for said repairs, and as in duty bound would ever pray.

John E. Cooney

Thomas Rose

Leon J. Kelso
Selectmen of Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 1st day of April, 1927, and due proceedings having been had thereon, on the 23rd day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting November 23, 1927.

On the petition of the Selectmen of Chester for specific repairs on Chester Hill Road leading from Huntington to Middlefield in Chester, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested

having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Middlefield, and being locally known as the Chester Hill Road, the work to begin at the end of the section of said road improved in 1926, station 85, and extend in a north-westerly direction to station 116; and at station 116, extending in a north-westerly direction to station 121+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SEVEN THOUSAND FIVE HUNDRED DOLLARS (\$7,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Chester,
Petr. for specific
repairs on East River
Road leading from
Huntington to the
village of West Worthington, in Chester,
and for aid.

32

TO THE HONORABLE COUNTY COMMISSIONERS OF HAMPDEN COUNTY.

We the undersigned Selectmen of the Town of Chester hereby represent and certify that the highway called the East River Road leading from Huntington to the Village of West Worthington, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

We humbly Petition your Honorable Board to view the same, and order specific repairs on said road, and make grant from the County to the Town of Chester for aid for said repairs, and as in duty bound would ever pray.

John E. Cooney

Thomas Rose

Leon J. Kelso

Selectmen of Chester

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 1st day of April, 1927, and due proceedings having been had thereon, on the 30th day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 30, 1927.

On the Petition of the Selectmen of Chester for specific repairs on East River Road leading from Huntington to the village of West Worthington, in Chester, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested

having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Worthington, and being locally known as the East River Road, the work to begin at the end of the section of said road improved in 1926, station 107+50, and extend in a north-westerly direction to station 115+50, and beginning again at station 115+50 and extend in north-westerly direction to station 117+0; beginning again at station 127+0 and extending in a north-westerly direction to station 130+50; these repairs to be made according to specifications set forth in agreements of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require the extension of specific repairs on the highway beginning at the Agawam Town line at Rising Corners and going in a north-westerly direction toward Southwick Center, that the County of Hampden will be greatly benefited by said repairs if same are made.

Selectmen of Southwick, Petrs. for specific repairs on highway beginning at Agawam Town line at Rising Corners & going in a north-westerly direction toward Southwick Center, and for \$2000. towards cost of said repairs.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed Two thousand dollars (\$2000.) towards the cost of said repairs.

Dated this 24th day of January 1927.

William S. Barnes)
Kenneth E. Gillett) Selectmen
Chester S. Gillett) of
Southwick.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 5th day of April, 1927, and due proceedings having been had thereon, on the 19th day of October, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting October 19, 1927.

On the petition of the Selectmen of Southwick for specific repairs on highway beginning at Agawam Town line at Rising Corners and going in a northwesterly direction toward Southwick Center, and for \$2000. towards cost of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to Agawam, and being locally known as the South Longyard Road; the work to begin at the Agawam line, station 0, and extend in a westerly direction to station 22+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Tolland,
Petrs. for repairs on
highway beginning at
end of last year's
grant leading in a
westerly direction
towards Tolland Center,
and for aid.

To the Board of Commissioners of the County of Hampden,
State of Massachusetts.

We, the undersigned Selectmen, of the Town of Tolland, of above County and State, do pray you to grant us aid in the repairing of that piece of highway beginning at the end of last year's grant leading in a westerly direction towards Tolland Center. The road is narrow, rocky and in poor condition and the repairing of it is necessary.

Tolland, Mass., February 18th 1927.

Lyman C. Clark)
Homer J. Hale) Selectmen
Bentley T. Pratt) of
Tolland.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 6th day of April, 1927, and due proceedings having been had thereon, on the 23rd day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting, November 23, 1927.

On the petition of the Selectmen of Tolland for repairs on highway beginning at end of last year's grant leading in a westerly direction towards Tolland Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to Tolland, and being locally known as the West Granville Road, the work to begin at the end of the section of said road improved in 1926, station 26+0 and extend in a westerly direction to station 44+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that specific repairs be made on West Street, formerly known as Granby Road, an existing highway in said Town which lies between the City of Springfield and the Town of Granby, that part of said road be specifically repaired, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County contribute a sum not to exceed \$10,000. toward the cost of said repairs.

Thomas J. Hyland)
H. M. Sanford) Selectmen,
James J. Flynn) Ludlow,
Mass.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 7th day of April, 1927, and due proceedings having been had thereon, on the 23rd day of November, said Commissioners file the following final decree, to wit:-

Selectmen of Town of Ludlow, Petrs. for specific repairs on West St., formerly known as Granby Road which lies between city of Soid. & Town of Granby, and for a sum not to exceed \$10,000. toward cost of said repairs.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 23, 1927.

On the petition of the Selectmen of Ludlow for specific repairs on West Street formerly known as Granby Road which lies between the City of Springfield and the Town of Granby, and for a sum not to exceed \$10,000. toward cost of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granby to Ludlow and Indian Orchard, and being locally known as West Street, the work to begin at the junction of West Street and Ludlow City Road, station 232+23, and extend in a southerly direction to station 141+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Granville, Petrs. for specific repairs on Main Road in Granville commencing at Valley Brook and continuing west, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent, the undersigned Selectmen of the Town of Granville in said County, that common convenience and necessity require that the Main Road in said Granville, commencing at Valley Brook and continuing west, that part of said road be specifically repaired by grading, resurfacing, and hardening or otherwise repaired as may be necessary.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made. And that said County contribute a sum of money, together with the State and Town towards the expense of said repairs.

Dated the 29th day of March, 1927.

Harry A. Root)
Porter Frisbie) Selectmen
David Kenney) of
Granville

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 18th day of April, 1927, and due proceedings having been had thereon, on the 23rd day of November, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting November 23, 1927

On the petition of the Selectmen of Granville for specific repairs on the Main Road in Granville commencing at Valley Brook and continuing west, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville Center to West Granville, and being locally known as the Main Road, the work to begin at the end of the section of said road improved in 1926, station 43+50, and extend in a westerly direction as far as the funds available will permit; these repairs to be made according to specifications set forth in agreement of the of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned, Selectmen of the Town of East Longmeadow, in said County, that the common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow, known as the Shaker Road, from the end of the portion at present macadamized, to the boundary line between Massachusetts and Connecticut; that the cost of said repairs has been estimated to be \$13,500.00; the construction to be tar-bound macadam. Also, that the County of Hampden will be greatly benefitted by said repairs if they are made.

Wherefor your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made, and that the County of Hampden contribute a sum not to exceed \$4500. together with State and Town in a like amount toward the expense of said repairs.

Dated this 26th day of April, 1927.

Lewis E. Whitaker)
Herman W. King)
Millard C. Smith) Selectmen
of
East Longmeadow

Selectmen of East Longmeadow, Petrs. for specific repairs on Shaker Road from end of portion at present macadamized to boundary line between Mass. & Conn. and for a sum of money not to exceed \$4500. toward expense of said repairs.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 28th day of April, 1927, and due proceedings having been had thereon, on the 11th day of October, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting, October 11, 1927.

On the Petition of the Selectmen of East Longmeadow, for specific repairs on Shaker Road from end of portion at present macadamized to boundary line between Massachusetts and Connecticut, and for a sum not to exceed \$4500. toward expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudication as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Enfield, Conn., and being locally known as the Shaker Road; the work to begin at the end of the section of said road improved in 1926, station 52, and extend in a southerly direction to station 113+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR THOUSAND FIVE HUNDRED DOLLARS (\$4,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Town of Russell, Petrs. for specific repairs on Blandford Stage Road which lies between Russell and Blandford beginning at end of 1926 work, and aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require specific repairs in a certain highway located in said Town of Russell, known as Blandford Stage Road which lies between Russell and Blandford said work to begin at end of 1926 work to continue as far as funds will go.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and make grant from the County to the Town of Russell for aid for said repairs, and as in duty bound would ever pray.

Dated this 28th day of April, 1927.

E. D. Parks) Selectmen
L. W. Shattuck) of the
E. E. Wyman) Town of Russell.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 6th day of May, 1927, and due proceedings having been had thereon, on the 2nd day of November, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting, November 2, 1927.

On the petition of the Selectmen of Russell for specific repairs on Blandford Stage Road, which lies between Russell and Blandford, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said commissioners did on the twenty-fourth day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Russell Village to Blandford, and being locally known as the Blandford Road, the work to begin at station 34+00 and extend in a south-westerly direction to the Blandford line, station 64+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the Blandford-Otis Road an existing highway in said town, which lies between Blandford Center and Otis, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, beginning around Sta. 60 and going approximately 6000 ft.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said county contribute a sum not to exceed \$10,000. together with an appropriation from the State and Town towards the expense of said repairs.

Dated this 9th day of May, 1927.

Sven A. Anderson) Selectmen
T. B. Hart) of the
A. H. Smith) Town of Blandford.

Selectmen of Blandford
Petr. for specific
repairs on Blandford-
Otis Road in Bland-
ford beginning around
sta. 60 and going
approx. 6000 ft. and
for a sum not to ex-
ceed \$10,000. towards
expense of said repairs

The foregoing petition was entered at meeting of the County Commissioners holden at Springfield, within and for said County, on the 9th day of May, 1927, and due proceedings having been had thereon, on the 21st day of December, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, December 21, 1927.

On the petition of the Selectmen of Blandford for specific repairs on Blandford-Otis Road in Blandford beginning around station 60 and going approx. 6,000 ft. and for a sum not to exceed \$10,000. towards expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of June, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Blandford to Otis, and being locally known as the Otis Road, the work to begin at station 55+50 (5550' from the Otis-Blandford Town lines) and continue for a distance of 4,250 feet towards Blandford Village, and is to be constructed with a 12" stone foundation eighteen feet wide, and surfaced with 4" of crushed stone, bound with local stone-dust and rolled with a roller of not less than 10 tons. Corrugated iron culverts are to be installed where needed and suitable headwalls are to be constructed at upper and lower ends of these culverts.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

George S. Cook) County Commissioners
John Hall) of the
County of Hampden.

Selectmen of Town of Wilbraham, Petrs. for specific repairs on main highway in Wilbraham running from Main St. Wilbraham to City of Spfld. beginning about 1/2 mile from Main St. and running westerly about 1/4 mile to corner of Stony Hill Road, & for a sum not to exceed \$2,000.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs be made upon the main highway in said Town of Wilbraham running from Main Street, Wilbraham, to the City of Springfield, beginning about one-half mile from Main Street and running westerly about one-fourth mile to corner of Stony Hill Road.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs on said highway and that said County contribute a sum not to exceed two thousand dollars (\$2000.) toward the expense of said repairs.

Dated this 7th day of May 1927.

Ernest L. Thompson) Selectmen
William H. McGuire) of the
Fred W. Green) Town of Wilbraham.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 9th day of May, 1927, and due proceedings having been had thereon, on the 2nd day of November, 1927, said Commissioners file the following final decree, to wit:—

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting, November 2, 1927.

On the petition of the Selectmen of Wilbraham for specific repairs on main highway in Wilbraham running from Main Street, Wilbraham, to the City of Springfield, and for a sum not to exceed \$2000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1927, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-ninth day of July, A. D. 1927, at three thirty P. M. at which time no person appeared who desired to be heard in objection to the petition. Thereupon, the Commissioners did adjudge that specific repairs should be made. After adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Springfield and being locally known as Springfield Street, the work to begin at the junction of Stony Hill Road and Springfield Street, station 65, and extend in an easterly direction to station 90; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that specific repairs and new construction be made upon the main highway in said Town of Wilbraham and that said road be relocated and widened, running from Wilbraham Center to the Town of Hampden, beginning at the end of the portion completed last year and going to Wilbraham Center, approximately one mile.

Wherefore your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to order specific repairs

Selectmen of Town of Wilbraham, Petrs. for specific repairs, new construction, relocation & widening of main highway running from Wilbraham Center to Town of Hampden in Wilbraham beginning at end of portion completed last year and going to Wilbraham Center, approx. one mile, & for a sum not to exceed \$3,000.

and new construction on said highway, and that said road be relocated and widened, and that said County contribute a sum not to exceed three thousand dollars (\$3,000.) toward the expense of said work.

Dated this 7th day of May, 1927.

Ernest L. Thompson)
William H. McGuire) Selectmen
Fred W. Green) of the
Town of Wilbraham.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 9th day of May, 1927, and due proceedings having been had thereon, on the 2nd day of November, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, November 2, 1927.

On the petition of the Selectmen of Wilbraham for specific repairs new construction, relocation and widening of main highway running from Wilbraham Center to Town of Hampden, and for a sum not to exceed \$3,000.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1927, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-ninth day of July, A. D. 1927, at three P. M. at which time no person appeared who desired to be heard in objection to the petition. Thereupon, the Commissioners did adjudge that specific repairs should be made. After adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being locally known as South Main Street, the work to begin at the end of the section of said road improved in 1926, station 27+75, and extend in a northerly direction to station 47; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, citizens of the Town of Brimfield, in said County, hereby certify and represent that public necessity and convenience does not require the continuance of a certain road in said Town of Brimfield, known as the old Sturbridge road and described as follows: That portion of the old Sturbridge Road approximately between stations 50 and 60.

Citizens of Town of
Brimfield, Petrs. for
discontinuance of por-
tion of Old Sturbridge
Road approx. between
sta. 50 and 60, in
Brimfield.

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Wherefore, your petitioners pray that after due proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make and enter such orders and decrees as may be proper in the premises.

Dated this first day of June, 1927.

Julia E. Groves Herman C. Maddocks
Frank S. Gifford Clarence B. Brown
 Gardner W. Norcross

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 7th day of July, 1927, and due proceedings having been had thereon, on the 26th day of October, the Commissioners file the following decree of discontinuance, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting, October 26, 1927.

On the petition of the Citizens of the Town of Brimfield for the discontinuance of a portion of the Old Sturbridge Road in said Town of Brimfield, between stations 50 and 60.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of July, A. D. 1927 at two thirty P. M. view said highway, and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

That portion of the Old Sturbridge Road approximately between stations fifty (50) and sixty (60).

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Brimfield.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

Selectmen of Town of
Brimfield, Petrs.
for relocation &
specific repairs on
Warren Road in Brim-
field, leading from
Warren Town line
southerly to Brim-
field Village, and
aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, Selectmen of the Town of Brimfield, in said County, hereby certify and represent that common convenience and necessity require that a certain road in said Town of Brimfield, known as the Warren Road, leading from the Warren Town line southerly to Brimfield Village, be relocated and specific repairs made thereon.

Wherefore, your petitioners pray that after due proceedings had in the premises, your Honorable Board will determine that common convenience and necessity require that said highway be relocated and specific repairs made thereon and will make and enter such orders and decrees as may be proper in the premises, and that said County contribute towards the expense of said repairs.

Dated this 6th day of June, 1927.

Clarence B. Brown)
Hubert F. Booth) Selectmen
Gardner W. Norcross) of
Brimfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 7th day of June, 1927, and due proceedings having been had thereon, on the 2nd day of November, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, November 2, 1927.

On the petition of the Selectmen of Brimfield, for relocation and specific repairs on Warren Road in Brimfield, leading from Warren Town line southerly to Brimfield Village, and aid. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the 20th day of July, A. D. 1927, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Brimfield to Warren, and being locally known as the Warren Road, the work to begin at the Warren line, station 0, and extend in a southerly direction to station 25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works- Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of Hampden County.

		October Meeting 1927
October 4, 1927	Ordered, County Treasurer authorized and directed to pay \$2900. to Town of Russell on acct. of County's proportion of cost of work done on Blandford Road in Town of Russell.	<u>Order</u>
October 5, 1927	Ordered, County Treasurer authorized and directed to pay \$852.75 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Town of Blandford.	<u>Order</u>
October 11, 1927	Ordered, County Treasurer authorized and directed to pay the sum of \$1,035. to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Town of Blandford.	<u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay the sum of \$10,301.62 to City of Holyoke on acct. of County's proportion of cost of work done on West St., in Town of Ludlow.	
	Ordered, County Treasurer authorized and directed to pay the sum of \$6,750. to Town of Ludlow on acct. of County's proportion of cost of work done on West St., in Town of Ludlow.	
October 19, 1927	Order to arrest Tony Saidak of Westfield, holder of permit to be at liberty.	<u>Order to arrest</u>
	Order to arrest Edward Connor of Ludlow, holder of permit to be at liberty.	<u>Order to arrest</u>
	Released from Hampden County Training School on parole, Albert Baillargeon and Leroy Lampo.	<u>Released from Training School</u>
	Ordered, County Treasurer authorized and directed to pay the sum of \$696.50 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Town of Blandford.	<u>Order</u>
	Ordered, County Treasurer authorized and directed to pay the sum of \$258.01 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Shaker Road.	<u>Order</u>
	Ordered, County Treasurer authorized and directed to pay sum of \$4487.43 to City of Westfield as determined by County Commissioners' decree of Feb. 18, 1925 and Special Commission's decree of Dec. 31, 1926 relating to alterations in R. R. crossing (Northampton Road)	<u>Order</u>
	Ordered, County Treasurer authorized and directed to pay sum of \$1997.48 to City of Westfield as determined by County Comms. decree of Oct. 28, 1920, Southampton Road, and Dec. 29, 1920, Southwick Road.	<u>Order</u>
	Voted, to increase salaries of Annette Mansfield and Eva C. Anderson, Clerks in the Registry of Deeds.	<u>Vote</u>

Vote

Oct. 19, 1927 Voted to employ George W. Hayden of West Springfield to install cement and to do grading around new dairy barn at Training School, by day work.

Orders

Oct. 26, 1927 Ordered, County Treasurer authorized and directed to pay sum of \$360.91 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Town of Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$685.92 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Ordered, County Treasurer authorized and directed to pay sum of \$409.25 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Nov. 2, 1927 Ordered, County Treasurer authorized and directed to pay sum of \$792.50 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on highway beginning at Agawam Town line at Rising Corners and going westerly toward Southwick Center.

Nov. 9, 1927 Order of Common Council, Board of Aldermen and Mayor of Springfield changing name of Brooklyn Street to Dorset Street, the limits of this Street being from Sumner Ave. southerly to Larkspur Street.

Nov. 2, 1927 Approval of appointment of Helen Z. Greeley as third assistant clerk of the courts for the County of Hampden.

Nov. 9, 1927 Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Wilbraham for work done on main highway running from Main St., Wilbraham to City of Springfield.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Wilbraham for work done on main highway running from Wilbraham Center to Town of Hampden.

Ordered, County Treasurer authorized and directed to pay \$2,200. to Town of Hampden on account of County's proportion of cost of work done on Main St., in Town of Hampden.

Ordered, that the sum of \$100. which is balance of County's proportion of cost of work done on Blandford Stage Road, Russell, be paid from County Treasury to Town of Russell.

Ordered, County Treasurer authorized and directed to pay \$504.75 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Vote

Voted, that the salaries of Frances E. Greene and Martha V. Reed be increased.

Nov. 16, 1927	Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Massachusetts on State Highway acct. the sum of \$35,545.18.	October Meeting 1927 <u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay \$3,596.83 to City of Holyoke on acct. of County's proportion of cost of work done on Northampton St., in City of Holyoke.	
Nov. 18, 1927	Ordered, County Treasurer authorized and directed to pay \$322.25 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.	
Nov. 23, 1927	Ordered, County Treasurer authorized and directed to pay \$3,521.28 to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.	
	Ordered, that the sum of \$635.90 which is balance of County's proportion of cost of work done on Warren Road in Brimfield be paid from County Treasury to Town of Brimfield.	
	Ordered, County Treasurer authorized and directed to pay \$20.56 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.	
	Ordered, County Treasurer authorized and directed to pay \$712.23 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.	
	Ordered, County Treasurer authorized and directed to pay \$307.43 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Holland.	
	Ordered, County Treasurer authorized and directed to pay \$2,400. to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.	
	Voted, County Treasurer authorized to sell, assign and transfer \$10,000. Youngstown Sheet & Tool Co. bonds from War Chest Fund of County of Hampden.	<u>Votes</u>
Nov. 30, 1927	Ordered, County Treasurer authorized and directed to pay \$57.20 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.	<u>Order</u>
Nov. 23, 1927	Voted, County Treasurer authorized to sell, assign and transfer \$10,000. Public Service Electric & Gas Co. bonds from War Chest Fund Acct., etc.	
Dec. 7, 1927	Ordered that the sum of \$3,236.98 which is balance of County's proportion of cost of work done on West Street in Ludlow, be paid from County Treasury to Town of Ludlow.	

Orders

Dec. 7, 1927 Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Chester for work done on Middlefield Road.

Ordered, County Treasurer be authorized and directed to pay \$617.72 to Town of Blandford on acct. of County's proportion of cost of work done on Blandford-Otis Road in Blandford.

Ordered, County Treasurer be authorized and directed to pay \$1,000. to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.

Ordered, that the sum of \$1,000. be paid from the County Treasury to Town of Montgomery for work done on Main Road.

Dec. 14, 1927 Ordered, that the sum of \$4,000. be paid from County Treasury to Town of Granville for work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$900. to Town of Hampden on acct. of County's proportion of cost of work done on Main Road.

Ordered, that the sum of \$498.17 which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$1,740. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$598.94 which is balance of County's proportion of cost of work done on West Granville Road in Tolland be paid from County Treasury to Town of Tolland.

Order to arrest
revoked

Ordered, that the order of arrest John Urban, holder of permit to be at liberty, issued Aug. 31, 1927, is hereby revoked.

Order

Dec. 21, 1927 Ordered, County Treasurer authorized and directed to pay \$17,000. to Town of Agawam on account of County's proportion of cost of work done on Meadow Street.

Ordered, County Treasurer authorized and directed to pay \$3,339.20 to City of Holyoke on drainage system and balance of County's proportion of cost of work done on Northampton Street.

Claim for damages
done by deer

DEER DAMAGE CASES FOR MONTHS OF OCTOBER & NOVEMBER 1927

			Amount	Fees & Travel
1927				
Oct. 14	Edward A. Jensen	Granville	\$75.00	\$4.20
" "	Charles Shum	"	26.00	4.20
Nov. 2	Marius Jensen & Son	"	82.50	7.40
" "	Karl Hansen	"	65.00	4.80
" "	George Treat	"	23.00	5.80
" 11	Homer H. Kelso	Montgomery	12.00	1.40

The sum of One Thousand Three Hundred Fifty-Seven Dollars and Eighty-Five Cents (\$1,357.85) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sundry Accounts being presented, are allowed and the same amounting to the sum of One Hundred Seventy-Nine Thousand Four Hundred Nine Dollars and Thirty-Five Cents are ordered to be paid from the County Treasury.

October Meeting 1927

Claim for damages
done by dogs

Sundry Accounts
\$179,409.35



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Inhabitants of Town of Palmer, Petrs. for relocation & alteration of highway known as Bondsville Road, leading from Four Corners, so called, northerly to the village of Bondsville, in Town of Palmer.

14

Plans in Book 8
Pages 46 & 47

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned, Inhabitants of the Town of Palmer, in said County, respectfully represent that there is in the Town of Palmer a public way known as the Bondsville Road, leading from Four Corners, so-called, northerly to the Village of Bondsville; that the boundaries of said public way from said Four Corners to its intersection with the highway leading from Fuller's Corner, so-called, to Belchertown are ill-defined and uncertain, and that at places between the points named said highway is too narrow to accommodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public way between the points named for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Frank J. Longtine
David B. Smith
Patrick J. Nagle
C. Healey

J. J. Kelly
Daniel J. Sullivan
Joseph Bengle
Samuel E. Thayer

M. Wm. Holden

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 3rd day of April, 1925, and due proceedings having been had thereon, on the 1st day of February, 1928, said Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting, Feb. 1, 1928.

On the Petition of the Inhabitants of the Town of Palmer praying for a highway to be relocated and altered (Bondsville Road) in Palmer. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of June A. D. 1925, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

Beginning at a concrete bound on the easterly side of the Palmer and Bondsville road and near the northerly line of a discontinued road that formerly lead to Thorndike, thence southwesterly by a curve to the left with a radius of 453.3 feet 232.25 feet to a concrete bound, thence S-23°24' W, 206.79 feet to a concrete bound. This course passes along the face of the easterly abutment of the Hampden Railroad underpass at this point, thence by a curve to the right with a radius of 408.10 feet for 226.77 feet to a concrete bound, thence S-55°20' W, 11.40 feet to a concrete bound, thence by a curve to the left with a radius of 358.10 feet for 196 feet to a concrete bound. The above is a description of the easterly line of the road as relocated.

The westerly line is described as follows:-

Beginning at a concrete bound 50 feet westerly from the bound marking the beginning of the easterly line and opposite land of Michael Kivior, thence southwesterly by a curve to the left with a radius of 503.3 feet crossing the Belchertown road and extending 257.76 feet to a concrete bound, thence S-23°24' W, 81.79 feet to a concrete bound at head of the Turners Falls Power and Electric Company.

To this point the road as relocated is 50 feet wide, the sides are parallel, thence S-84°24' W on land of said Power and Electric Company, 110 feet to a concrete bound, thence S-5°36' E, 175 feet to a concrete bound. From this point to the end of the relocation the road is 50 ft. wide and the side lines are parallel.

The above description is indicated on plan by W. H. & H. W. Brainerd, Engineers, marked, "County of Hampden, Plan of Highway in Palmer, The Bondsville Road near Hampden Railroad Underpass as Relocated by the County Commissioners."

The relocation and alteration involves the taking of land from the Montague Company by Eminent Domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto, as follows:

THE MONTAGUE COMPANY. Beginning at a concrete bound on the westerly side of said Bondsville road as relocated, at a corner of land of R. B. Saviteer, thence south 84°10' west on land of said Saviteer 110 feet to a concrete bound, thence south 5°36' east on other land of Turners Falls Power and Electric Company 175 feet to a concrete bound on the westerly side of said Bondsville road, thence northeasterly on the westerly line of said road as formerly located about 210 feet to place of beginning. Containing about 9600 square feet;

Provided however, that the Montague Company, its successors and assigns shall have and own the right to occupy said land so taken for any lawful purpose.

Said Company having waived damages for the taking of said land, no damages are awarded.

Any improvement of said way shall be made at the expense of the Town of Palmer.

Any legal damage sustained by any abutter shall be paid by said Town.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To The Montague Company \$0.00

George S. Cook) County
John Hall : Commissioners
John G. Maxfield)

Hampden, ss. County Commissioners' Meeting, February 1, A. D. 1928.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Order to arrest

Dec. 27, 1927 Order to arrest Charles Sincovitch of Springfield, holder of permit to be at liberty.

Order

Ordered, that the sum of \$196.28 which is balance of County's proportion of cost of work done on Blandford-Otis Road in Blandford be paid from County Treasury to Town of Blandford.

Ordered, that the sum of \$244.08 which is balance of County's proportion of cost of work done on Brimfield Road in Holland be paid from County Treasury to Town of Holland.

Ordered, that the sum of \$1,350. be paid from County Treasury to Town of Palmer for work done on Belchertown Road.

Vote

Jan. 4, 1928 Voted, appoint Henry W. Ely of Westfield, Attorney for Hampden County Commissioners for year 1928.

Order

Ordered, County Treasurer authorized and directed to pay the sum of \$15,453.52 received as rentals from Spfld. St. Railway Co., and New England Tel. and Tel. Co., under contracts with County of Hampden with reference to use of Hampden County Memorial Bridge, to certain cities, towns and County.

Order to transfer

Order to transfer \$389.63 from Reserve Fund to amount authorized by law for Law Library.

Jan. 5, 1928 George S. Cook, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

Order to transferJan. 9, 1928 Order to transfer \$721.36 from Reserve Fund to amount authorized by law for Training School.
(Not approved by Mr. Waddell, Director of Accounts).Released from
Training School

Jan. 11, 1928 Florence Targonski released from Hampden County Training School, on parole.

Jan. 18, 1928 Apportionment of expenses of maintenance of Hampden County Sanatorium upon the towns and one city in Hampden County.

Jan. 19, 1928 County Estimate filed.

Vote

Jan. 25, 1928 Voted to increase salary of Grace M. Gainley, Clerk in the Law Library.

Voted to increase salary of Jeanette Rainault, Clerk in the District Court of Holyoke.

Jan. 31, 1928 Name of Chicopee Road, lying between Carew Street and the line between Chicopee and Springfield, changed to Newbury Street, according to an order passed by Board of Aldermen and Common Council and approved by the Mayor, City of Springfield.

				December Meeting 1927	
March 7, 1928 Voted, to award County of Hampden Notes for \$200,000. to Commercial Trust Company of Springfield, Mass., at the rate of 3.695 percent discount.				<u>Vote</u>	
Feb. 15, 1928 Annual Report filed. All votes and decisions of the County Commissioners during the calendar year 1927 were unanimous.				<u>Annual Report</u>	
Feb. 29, 1928 Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws, Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.				<u>Order</u>	
March 10, 1928 Renumbering of all buildings on Newbury Street, southerly of Carew Street to conform with the present system of numbering said Newbury Street, between Carew Street and the Chicopee line, per order of Mayor and Board of Aldermen, of Springfield.					
March 28, 1928 Order to arrest Frank Mathes of Chicopee, holder of permit to be at liberty.				<u>Order to arrest</u>	
April 4, 1928 Voted to re-appoint Mrs. W. G. Dwight of Holyoke a member of the Board of Trustees for County Aid to Agriculture from April 1, 1928 to April 1, 1931.				<u>Votes</u>	
Voted to re-appoint Mr. Horace A. Moses of Russell, a member of the Board of Trustees for County Aid to Agriculture from April 1, 1928 to April 1, 1931.					
Voted to re-appoint Mr. F.A. Upham of Three Rivers a member of the Board of Trustees for County Aid to Agriculture from April 1, 1928 to April 1, 1931.					
Ordered that the order to arrest Edward Connor, holder of permit to be at liberty, is hereby revoked.				<u>Order to arrest revoked.</u>	
Ordered that the order to arrest Frank Mathes, holder of permit to be at liberty, is hereby revoked.				<u>Order to arrest revoked.</u>	
DEER DAMAGE CASES FOR THE MONTHS OF DECEMBER 1927 AND JANUARY 1928.				<u>Claim for damages done by deer.</u>	
1927			Amount	Fees & Travel.	
Dec. 7, 1927	Wm. N. Brown	Wilbraham	\$28.00	\$4.40	
" " "	Gilbert C. Walker	"	50.00	4.40	
" 12 "	Henry M. Steadman	"	21.55	4.40	
1928					
Jan. 19	Howard M. Chase	Westfield	10.50	1.80	
The sum of Four Hundred Twenty-One Dollars and Five Cents (4421.05) is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.				<u>Claim for damages done by dogs.</u>	
Sundry accounts being presented, are allowed and the same amounting to the sum of Seventy-One Thousand Four Hundred Eighty-One Dollars and Seventy-Two Cents are ordered to be paid from the County Treasury.				<u>Sundry Accounts</u> <u>\$71,481.72</u>	

Citizens of Agawam.
Petr. for reloca-
tion & alterations
of Leonard St., extend-
ing from Main St. to
the River Road for
the purpose of esta-
blishing the boundary
lines.

19

Plans in Book 8
Pages 48, 49, 50, 51

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned, Citizens of Agawam, in said County, respectfully represents that there is a public way in said Town known as Leonard Street; extending from Main Street to the River Road; that the boundaries of said way are indefinite and uncertain, and generally need revision, and that its width is insufficient to accomodate reasonably the travel thereon, and is dangerous.

Wherefore your petitioner prays that after due proceedings had in the premises your Honorable Board will relocate said public way, over such portion thereof as may seem advantageous, for the purpose of establishing the boundary lines thereof, and will make such alterations in the course and width of the way as may be requisite for the safety of public travel, and as common convenience and necessity may require.

Giles W. Halladay	Howard W. Pond
Charles W. Hull	Henry E. Bodurtha
H. Preston Worden	Benjamin J. Phelps
Frederick T. Dacey	
Citizens of Agawam	

Agawam, Mass.
September 8, 1926.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the 15th day of September, 1926, and due proceedings having been had thereon, on the 10th day of April, 1928, said Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting, April 10, 1928.

On the Petition of Citizens of Town of Agawam praying for a highway to be relocated and altered (Leonard Street) for the purpose of establishing the boundary lines in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 27th day of October, A. D. 1926, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

Beginning at a stone in the Easterly line of Main Street in that course of Main Street bearing South 16°55' 30" West, and at land of one Risley, now or formerly-

Thence S. 68°26'30" E. 435.24 feet to a stone at the top of a hill on land of C. W. Atwater, now or formerly-thence curving to the left, radius 161.85 feet, by an arc whose length is 87.78 feet to a stone at the end of the curve - thence by a curve to the right, radius 429.11 feet, by land of said Atwater and F. H. King, a distance of 370.72 feet to a stone at the end of the curve - thence S. 50°01' E. 407.73 feet along land of said King and John J. Kane to a stone at land of Chas. E. Dickinson - thence S. 53°11' E. 311.28 feet to a stone at the beginning of a curve and on land of said Dickinson - thence by a curve to the left, radius 1050 feet, 192.27 feet to a stone on land of one Campbell - thence S. 63°40' 30" E. 1798.45 feet by land of

said Campbell and lands of Geo. H. Bennett, Walter E. and Bessie Bennett, Est. of Almon Jones, Wilbur E. Greenwood, Emedid DeMaio and Geo Gowash to a stone on land of Mark Aitken - thence S. $64^{\circ}28'30''$ E. 471.63 feet by land of said Mark Aitken to a stone at the River Road, so-called -

The above is the description of the Southerly line of Leonard Street, which is laid 50.00 feet wide except near the Main Street end of this locations, the description of that part of the layout being as follows:

Beginning at a stone in the Northerly line of this layout and at a point bearing S. $68^{\circ}26'30''$ E. 360.54 feet from a stone in the Easterly line of Main Street and at the top of a hill on land of one Zimmerman - thence curving to the left or North by an arc whose radius is 238.55 feet, a distance of 298.00 feet to a stone at the end of the curve on land of said Zimmerman - thence S. $50^{\circ}01'$ E. 731.91 feet by land of said Zimmerman and land of John J. Kane to a stone on land of one Thornmeyer -

This last described course is parallel with and 50.00 feet Northerly of the fourth course in the description of the Southerly line of Leonard Street.

LEONARD STREET

AGAWAM, MASS.

AS RELOCATED FOR THE COUNTY COMMISSIONERS

Jan. 1927

By Steele Bros, Eng'rs.

Scale 1"=50'

Sheet No. 1 of three sheets

Sheet No. 2 of three sheets

and

Sheet No. 3 of three sheets

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From JOHN A. ZIMMERMAN. Beginning at a stone in the Easterly line of Main St. at a point 17.05 Northerly by said line from the old Northerly line of Leonard St. Thence over land of John A. Zimmerman, parallel with and 17.00 feet northerly of the old line of Leonard St., South $68^{\circ}26'30''$ East 360.54 feet to a stone. Thence by a curve to the North East, radius 238.55 feet, 298.00 feet over land of said Zimmerman to a stone at the end of the curve and in the continuation of Old North Easterly line of Leonard St. Thence South $50^{\circ}01'$ East by the said old line and its continuation, 104.61 feet to a bar in line with the brook which passes under the Highway. Thence up the hill, following the old line of Leonard St. and curving to the West, to the South West and again to the West, about 315. feet to the top of the hill. Thence continuing in the old line of Leonard St., North $68^{\circ}26'30''$ West, 437.91 feet to the Easterly line of Main St. Thence by last named line, North $16^{\circ}55'30''$ East, 17.05 feet to the stone at point of beginning, containing 12300. square feet.

Parcel No. 2. From MARK AND ROSE BOSTOCK. Beginning at a bar in the North Easterly line of Leonard St. at the most Southerly corner of land of Geo. Webster and at the point where the old and the new lines of Leonard St. meet. Thence South Easterly by a curved line of 1000. feet radius, 60.30 feet to a stone. Thence South $63^{\circ}40'30''$ East 60.17 feet to a bar at land of one Crawford. Thence South $32^{\circ}12'30''$ West 11.15 feet to a pipe in the old line of Leonard St. Thence by said old line, North $57^{\circ}30'$ West, 120.00 feet to point of beginning, containing 720. Square Feet.

Parcel No. 3. From ALEXANDER P. AND ANNIE CRAWFORD. Beginning at a pipe in the old North Easterly line of Leonard St. at land of Bostock. Thence by said old line South $62^{\circ}51'$ East 120.46 feet to a pipe at land of Fischer. Thence by last named, North $32^{\circ}12'30''$ East 13.01 feet to a bar. Thence over land of Alexander P. and Annie Crawford North $63^{\circ}40'30''$ West, 120.64 feet to a bar at land of said Bostock. Thence by last named, South $32^{\circ}12'30''$ West, 11.15 feet to point of beginning, containing 1450. square feet.

Parcel No. 4. From CHAS. H. and SADIE E. FISHER. Beginning at a pipe in the old line of Leonard St. at land of Crawford. Thence North $32^{\circ}12'30''$ East 13.01 feet by said Crawford to a bar. Thence over land of C. H. and S. E. Fisher South $63^{\circ}40'30''$ East, 174.91 feet to a bar at land of Carl A. Hoffman. Thence by last named, South $38^{\circ}04'30''$ West, 12.09 feet to the old North Easterly line of Leonard St. Thence by last named line North $64^{\circ}01'$ West, 173.80 feet to point of beginning. Containing 2160. square feet.

Parcel No. 5. From CARL A. HOFFMANN. Beginning at a brown stone bound in the old North Easterly line of Leonard St. and at the most Southerly corner of land of Chas. H. and Sadie E. Fisher. Thence by last named land, North $38^{\circ}04'30''$ East, 12.09 feet to a bar. Thence over land of Carl A. Hofmann South $63^{\circ}40'30''$ East, 102.20 feet to a bar at land of Barbara Kastner. Thence by last named land South $41^{\circ}29'30''$ West, 10.37 feet to a brown stone bound in the old North Easterly line of Leonard St. Thence by said old line, North $64^{\circ}42'$ West, 101.97 feet to point of beginning, containing 1112. Square Feet.

Parcel No. 6. From BARBARA KASTNER. Beginning in the old North Easterly line of Leonard St. at a brown stone at the most Southerly corner of land of Carl A. Hofman. Thence by last named land, North $41^{\circ}29'30''$ East, 10.37 feet to a bar. Thence South $63^{\circ}40'30''$ East, 241.87 feet to a brown stone at land of Schmare Construction Corp. Thence by the old line of Leonard St. North $66^{\circ}01'$ West, 244.78 feet to point of beginning, being a triangular parcel of land. Containing 1210 square feet.

Parcel No. 7. From C. W. ATWATER. Beginning at a Bar in the old South Westerly line of Leonard St. and in the brook which divides the land of F. H. King from Land of C. W. Atwater. Thence South Westerly by the brook just mentioned, a distance of 75.7 feet measured in a straight line, to a bar in said brook. Thence by a curved line, radius 429.11 feet, 143.55 feet to the West and South West to a stone at the end of the curve. The course just described is across land of C. W. Atwater

and the last mentioned stone is in the old line of Leonard St. Thence North Easterly and Easterly by said old line of Leonard St. about 215. feet by a curved line to the point of beginning, containing 9500. square feet.

Parcel No. 8. From F. H. KING. Beginning at a brown stone bound in the old South Westerly line of Leonard St. and at land of John J. Kane. Thence South $28^{\circ}38'$ West, 20.63 feet by said Kane to a bar. Thence over land of F. H. King North $50^{\circ}01'$ West, 13.26 feet to a stone. Thence by a curve to the West, radius 429.11 feet, 227.17 feet over land of said King to a bar in the brook which divides land of John J. Kane from land of F. H. King. Thence North Easterly by the brook to a bar in said brook at the old South Westerly line of Leonard St., the distance in a straight line being 75.7 feet. Thence by said old line of Leonard St. South $49^{\circ}33'$ East, 23.0 feet to stone at point of beginning, containing 9200 square feet.

Parcel No. 9. From JOHN J. KANE. Beginning at a bar in the old South Westerly line of Leonard St. and at land of Chas. E. Dickinson. Thence by said Dickinson South $28^{\circ}24'$ West, 17.35 feet to a stone. Thence over land of John J. Kane North $50^{\circ}01'$ West, 394.47 feet to a bar at land of F. H. King. Thence by last named, North $28^{\circ}38'$ East, 20.63 feet to a brown stone bound in the old South Westerly line of Leonard St. Thence by last named old line, South $49^{\circ}33'$ East, 395.05 to point of beginning, containing 7350 square feet.

Parcel No. 10. From CHAS. E. DICKINSON. Beginning at a stone in the old North Westerly line of Leonard St., at land of Est. of Frank Campbell. Thence South $22^{\circ}43' 30''$ West, 15.60 feet to a bar in the property line between said Campbell and land of Chas. E. Dickinson. Thence over land of said Dickinson by a curved line, radius 1050 feet, 141.45 feet to a stone at the end of the curve, the general direction of the course being North Westerly. Thence North $53^{\circ}11'$ West over land of said Dickinson, 311.28 feet to a stone at land of John J. Kane. Thence by last named land North $28^{\circ}24'$ East, 17.35 feet to a bar in the old line of Leonard St. Thence by said old line, South Easterly nearly parallel with the second and third courses of this description, a total of 451.3 feet to the stone at point of beginning. Containing 7650 square feet.

Parcel No. 11. From FRANK CAMPBELL ESTATE. Beginning at a granite stone in the old South Westerly line of Leonard St. and at the North West Corner of land of George H. Bennett. Thence South $22^{\circ}31' 30''$ West 5.95 feet to a bar in the property line between said Bennett and the Campbell estate. Thence over land of Est. of Frank Campbell, North $63^{\circ}40' 30''$ West, 146.72 feet to a stone. Thence by a curve of 1050 feet radius, 50.82 feet North Westerly to a bar at land of Chas. E. Dickinson. Thence by last named land, North $22^{\circ}43' 30''$ East, 15.60 feet to a stone in the old South Westerly line of Leonard St. Thence by said old line, South $70^{\circ}20'$ East, 198.31 feet to the stone at point of beginning, containing 2180 square feet.

Parcel No. 12. From GEORGE H. BENNETT. Beginning at a bar in the old

South Westerly line of Leonard St. at land of Walter E. and Bessie Bennett. Thence on last named land South $22^{\circ}13'30''$ West, 7.58 feet to a bar. Thence over land of George H. Bennett, North $63^{\circ}40'30''$ West, 97.14 feet to a bar at land of Est. of Frank Campbell. Thence by last named land, North $21^{\circ}30'30''$ East, 5.95 feet to a stone in the old South Westerly line of Leonard St. Thence South East by said old line 97.01 feet to point of beginning, containing 655. Square Feet.

Also a second parcel.

Beginning at a granite stone in the old South Westerly line of Leonard St. and at land of Almon Jones Est. Thence on last named, South $22^{\circ}13'30''$ west 9.32 feet to a bar. Thence over land of George H. Bennett, North $63^{\circ}40'30''$ West, 50.07 feet to a bar at land of Walter E. and Bessie Bennett. Thence by last named, North $22^{\circ}13'30''$ East 8.41 feet to a bar in the old South Westerly line of Leonard St. Thence by said old line 50.00 feet South Easterly to point of beginning. Containing 442. square feet.

Parcel No. 13. From WALTER E. AND BESSIE BENNETT. Beginning at a bar in the old South Westerly line of Leonard St. at a point 50.00 feet North West by said old line from a stone at land of Est. of Almon Jones. Thence South $22^{\circ}17'30''$ West 8.41 feet to a bar. Thence North $63^{\circ}40'30''$ West, over land of Walter E. and Bessie Bennett, 50.09 feet to a bar in the old South Westerly line of Leonard St. Thence by said old line, South Easterly to point of beginning, a distance of 50.07 feet, containing 400. square feet.

Parcel No. 14. From EST. OF ALMON JONES. Beginning at a granite stone in the old South Westerly line of Leonard St. and in the division line between land of George H. Bennett and Est. of Almon Jones. Thence South Easterly by said old line 247.73 feet to a pipe at land of Wilbur E. Greenwood. Thence by last named, South $32^{\circ}46'30''$ West 13.49 feet to a bar. Thence over land of Est. of Almon Jones, North $63^{\circ}40'30''$ West, 244.66 feet to a bar at land of George H. Bennett. Thence by said Bennett, North $22^{\circ}13'30''$ East, 9.38 feet to a stone at point of beginning, containing 2760 square feet.

Parcel No. 15. From WILBUR E. GREENWOOD. Beginning at a granite stone in the old South Westerly line of Leonard St. and in the division line between land of Emedio DeMaio and Wilbur E. Greenwood. Thence south $37^{\circ}07'30''$ West 16.62 feet to a bar in said division line. Thence North $63^{\circ}40'30''$ West 307.72 feet over land of Wilbur E. Greenwood to a bar at land of Estate of Almon Jones. Thence by last named land North $32^{\circ}46'30''$ East, 13.49 feet to a pipe at the old line of Leonard St. Thence by said old line, South $63^{\circ}05'$ East, 309.35 feet to stone at point of beginning, containing 4620 square feet.

Parcel No. 16. From EMEDIO DE MAIO. Beginning at a bar in the old South Westerly line of Leonard St. and in the division line between land of George Gowash and land of Emedio De Maio. Thence South $37^{\circ}15'30''$

West by said division line 17.31 feet to a bar. Thence North $63^{\circ}40'30''$ West 170.35 feet over land of said De Maio to a bar at land of one Greenwood. Thence by said Greenwood North $37^{\circ}07'30''$ East 16.62 feet to the old line of Leonard St. at a granite stone. Thence by the old line of Leonard St. South $63^{\circ}26'30''$ East 170.40 feet to point of beginning. Containing 2860 square feet.

Parcel No. 17. From GEORGE GOWASH. Beginning at a Brown Stone in the old South Westerly line of Leonard St. at land of Mark Aitken. Thence South $32^{\circ}51'30''$ West 17.12 feet by the property line between Aitken and Gowash. to a bar. Thence over land of George Gowash, North $63^{\circ}40'30''$ West, 414.10 feet to a bar in the division line between land of said Gowash and land of Emedio DeMaio. Thence by the property line last mentioned, North $37^{\circ}15'30''$ East, 17.31 feet to a bar in the old line of Leonard St. Thence South $63^{\circ}40'30''$ East 413.55 feet by the old line of Leonard St. to Brown Stone at point of beginning, containing 7035 square feet.

Parcel No. 18. From MARK AITKEN. Beginning at a stone in the North Westerly line of River Road and at land of Mark Aitken, thence North $64^{\circ}28'30''$ West, 471.63 feet on land of said Aitken to a stone at an angle. Thence by a slight deflection to the North, North $63^{\circ}40'30''$ West, 317.55 feet to a bar in the division line between said Aitken and George Gowash. Thence by said division line, North $32^{\circ}51'30''$ East, 17.12 feet to the Brown Stone in the old line of Leonard St. Thence by the old line of Leonard St. South $63^{\circ}40'30''$ East, 315.48 feet to a point opposite the stone at the end of the first described course and 17.00 feet Northerly thereof. Thence parallel with the first course of the description, South $64^{\circ}28'30''$ East, 475.97 feet to a bar at River Road. This last described course being also along the old line of Leonard St. Thence Southerly by the North Westerly line of River Road 17.58 feet to stone at point of beginning, containing 13430. square feet.

And the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To			
John A. Zimmerman	\$1.00	Frank Campbell Est.	\$1.00
Mark & Rose Bostock	1.00	Geo. H. Bennett	1.00
Alexander P. and		Walter E. and Bessie	
Annie Crawford	1.00	Bennett	1.00
Chas. H. & Sadie E. Fisher	1.00	Est. of Almon Jones	1.00
Carl A. Hofman	1.00	Wilbur E. Greenwood	1.00
Barbara Kastner	1.00	Emedio DeMaio	1.00
C. W. Atwater	1.00	George Gowash	1.00
F. H. King	1.00	Mark Aitken	1.00
John J. Kane	1.00		
Chas. E. Dickinson	1.00		

Payment to be made to the several parties damages to the amount that may be found to be their due, by the Town of Agawam, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, such as the erecting of bound stones, to be done and performed by the Town of Agawam, and the whold shall be done in a workmanlike manner, to the acceptance of said Commissioners.

George S. Cook)
John Hall) County
John G. Maxfield) Commissioners.

Hampden, ss. County Commissioners' Meeting, April 10, A.D. 1928.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Vote

April 25, 1928 VOTED, that the County Commissioners thoroughly examine every reservoir, reservoir dam and mill dam in the County as required by law and that the Commissioners appoint and employ as their Engineer for such purpose, Mr. James L. Tighe of Holyoke, Mass.

Order to arrest

May 2, 1928 Order to arrest Stanley Schab of Holyoke, Holder of permit to be at liberty.

Order

May 16, 1928 Ordered, County Treasurer, authorized and directed to pay to Treasurer of Trustees for County Aid to Agriculture of Hampden County, \$30,000. in four payments of \$7500. each, being county's appropriation for year 1928.

Order

May 23, 1928 Ordered, County Treasurer authorized and directed to pay \$14,208.36 to Hampshire County on Tuberculosis Hospital Account which is assessment for year 1927.

Votes

May 31, 1928 Voted, to increase salary of Ruth Gray, Clerk in the Treasurer's office.
Voted to increase salaries of certain clerks in the Registry of Deeds.

Votes

June 6, 1928 Voted that the salaries of Ethel Edwards and Hazel Miller be increased.

June 13, 1928 Ordered, County Treasurer authorized and directed to pay \$1,350. to Catherine Cummings in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., in West Spfld.

Apportionment of County Tax for the year 1928

Agawam	\$12782.00
Blandford	1509.68
Brimfield	2012.91
Chester	2415.49
Chicopee	80819.39
East Longmeadow	5233.57
Granville	1107.10
Hampden	1006.45
Holland	301.93
Holyoke	164052.28
Longmeadow	11372.96
Ludlow	15096.81
Monson	5837.45
Montgomery	402.58
Palmer	18317.55
Russell	6340.67
Southwick	2717.43
Springfield	420034.49
Tolland	503.22
Wales	704.51
West Springfield	39352.41
Westfield	32911.09
Wilbraham	5032.28

April Meeting 1928

June 20, 1928

Ordered, County Treasurer, authorized and directed to pay \$1,350. to George Nelson and Anna Nelson in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St. in West Springfield.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,350. to Antonio Lagouri in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge St., West Springfield.

Ordered, that the order to arrest Stanley Schab, holder of permit to be at liberty issued May 2, 1928, is hereby revoked.

Voted, to award contract for furnishing coal to the Jail and House of Correction, the Court House and Hall of Records and the Training School, to the Steamship Fuel Corporation.

Vote

DEER DAMAGE CASES FOR MONTHS OF MAY AND JUNE, 1928.

1928			Amount	Fees & Travel.
May 9	Fred N. Lawrence	Brimfield	\$20.00	\$2.20
May 16	Homer H. Kelso	Montgomery	10.00	1.40
Approval of Deer Damage claim of Fred N. Lawrence on August 8, 1928 in the amount of \$45. and no more. The claim of \$20.00 (above) was returned to Mr. S. O. Russell, Chairman of Brimfield Selectmen, on Aug. 22, 1928 & he was instructed to make out a new claim in the amount of \$45.00.				
June 6	H. H. Thresher	Hampden	65.65	4.60
June 6	J. J. Flynn	Hampden	24.05	4.60
June 20	Wladyslaw Samborski	Granville Rd. Westfield	92.25	5.40

Claim for damages done by deer

Claim for damages done by dogs

Sundry Accounts

Department of Public
Works, Petrs. for
alterations in cross-
ings (B & A) (Bridge
Nos. 81.89 & 82.16)
No-Boston Post Road,
Palmer, Mass.

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Plans Book 8 Pages
52,53,54
Revised Plans Book 8
Pages 55,56,57

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE
COUNTY OF HAMPDEN:-

Respectfully represent the Department of Public Works that a public way in the Town of Palmer, County of Hampden and Commonwealth of Massachusetts, known as the Boston Post Road, and the tracks of the Boston & Albany Railroad Company cross each other about one and one-half miles easterly from the railroad station at Palmer, by bridges known as Boston & Albany bridge 81.89 and 82.16, carrying the railroad over the highway; that your petitioners are of the opinion that it is necessary for the security or convenience of the public that an alteration, not involving the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, in said bridges at said crossing, or in the highway between said bridges, that said crossings and their approaches are in direct continuation of a State highway.

WHEREFORE, your petitioners pray that your Honorable Board, after a public notice, will hear all parties interested and if you decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

William F. Williams
Richard K. Hale
F. E. Lyman

DEPARTMENT OF PUBLIC WORKS

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield within and for said County, on the 6th day of September, 1927, and due proceedings having been had thereon, on the twenty-fifth day of July, 1928, said Commissioners file the following location report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting

July 25, 1928.

On the Petition of the Department of Public Works, Commonwealth of Massachusetts, praying for an alteration in crossings, which does not involve the abolition of a crossing at grade, of the Boston Post Road, so-called, and the tracks of the Boston & Albany Railroad Company, which cross each other about one and one-half miles easterly from the railroad station at Palmer by bridges known as Boston & Albany bridge Nos. 81.89 and 82.16, carrying the railroad over the highway; it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of October, A. D. 1927, view said crossings and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the eighteenth day of November, 1927, at 2 o'clock in the afternoon at which time all persons who had objected at the hearing of October 11th were present and were heard. Said hearing having been had, the Commissioners did adjudge that it is necessary for the security and convenience of the public that an alteration should

be made in said easterly crossing at Bridge No. 81.89, which does not involve the abolition of a crossing at grade, and in the approaches thereto, and that a new highway should be built on the northerly side of the railroad in substitution therefor, thereupon IT IS ORDERED, that said crossing at Bridge No. 81.89 be altered and the new highway laid out in the manner and within the limits herein described and substantially in accordance with plans filed herewith and to the satisfaction of the County Commissioners:

1. The existing bridge No. 81.89 shall be removed and the underpass filled up. The existing highway at said bridge shall be discontinued within the following limits:- so much of said highway as lies between lines made by the extension of the northerly and southerly location lines of the Boston & Albany Railroad on the easterly side of the highway, westerly across the highway to the westerly side thereof, the said discontinuance to be effective when the new highway contemplated in this decree to be built is completed.

2. The new layout shall be located on the northerly side of the railroad beginning at about Station 60 of the 1900 Layout of State Highway and extending easterly for a distance of about 3000 feet to a point at about Station 90 of the 1901 Layout of State Highway; the location being described and bounded as follows:-

Beginning at a point on the northeasterly location line of the State Highway as laid out June 21, 1900, said point bearing N. 67° 32' 30" E. and being 29.55 feet distant from Station 60+02.32 of the base line of location of said 1900 Layout and extending thence, leaving said State Highway location line S. 28° 21' 05" E. 81.86 feet, thence S. 70° 26' 14" E. 62.34 feet, thence S. 36° 50' 18" E. 338.12 feet, thence S. 64° 18' 42" E. 398.94 feet, thence S. 81° 07' 44" E. 415.35 feet, thence S. 14° 02' 29" E. 204.52 feet, thence S. 72° 04' 42" E. 617.89 feet, thence S. 68° 55' 40" E. 339.09 feet to a point on the northeasterly location line of the State Highway as laid out April 11, 1901, said point bearing N. 17° 53' 40" E. and being 25.08 feet distant from Station 88+47.50 of the base line of location of said 1901 layout, thence following said State Highway location line, and the northeasterly location line of the aforesaid 1900 Layout, N. 76° 39' 20" W. 400.29 feet, thence N. 84° 01' 20" W. 308.31 feet, thence S. 66° 08' 00" W. 43.75 feet, thence leaving said State Highway location line and following the present location line of the Boston & Albany Railroad N. 69° 19' 50" W. 167.22 feet, thence leaving said present railroad location line and following the proposed northerly location line of said Railroad N. 69° 32' 46" W. 214.95 feet, thence by a curve to the right of radius 2809.93 feet, a distance of 757.12 feet, thence N. 68° 22' 53" W. 14.06 feet, thence north-westerly by a curve to the right, as shown on plan, of Radius 2813.43 feet, a distance of 93.05 feet, thence N. 51° 56' 08" W. 138.58 feet to a point again on the aforesaid 1900 State Highway layout location line, thence following said State Highway location line northerly by a curve to the left, as shown on plan, of Radius 165.65 ft., a distance of 115.03 feet, thence N. 16° 57' 10" W. 266.61 feet to the point of beginning.

For the purpose of this layout, the following land is hereby taken by right of Eminent Domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

The stations hereinafter mentioned are points on the base line of location of the 1928 County Layout.

PARCEL NO. 1 From the ALLEN ESTATE. A parcel of land on the northeasterly side of the Boston Post Road, so-called, between stations 60+05.14 and 61+33.00 described as follows: Beginning at a point on the northeasterly location line of the 1900 State highway layout at its junction with the northeasterly location line of the 1928 County layout, said point bearing North $67^{\circ}32'30''$ East and being 29.55 feet distant from station 60+02.32; and extending thence by said County location line South $28^{\circ}21'05''$ East for 81.86 feet; thence South $70^{\circ}26'14''$ East for 62.34 feet to a point on the dividing line between the properties of Charles A. Lamphear and the said Allen Estate, said point bearing North $62^{\circ}00'30''$ East and being 72.00 feet distant from the aforesaid station 61+33.00; thence southwesterly by said dividing line for about 67.5 feet to its intersection with the aforesaid State highway location line; thence returning by said location line North $16^{\circ}57'10''$ West for about 130 feet to the point of beginning; containing about 2,600 square feet.

PARCEL NO. 2 From CHARLES A. LAMPHEAR. A parcel of land on the easterly side of the Boston Post Road, so-called, between stations 61+33.00 and 70+95 $\frac{1}{2}$ described as follows: Beginning at the intersection of the northeasterly location line of the 1928 County layout with the dividing line between the properties of the Allen Estate and the said Charles A. Lamphear, said intersection bearing North $62^{\circ}00'30''$ East and being 72.00 feet distant from station 61+33.00; thence extending by said County location line South $36^{\circ}50'18''$ East for 338.12 feet; thence South $64^{\circ}18'42''$ East for 398.94 feet; thence South $81^{\circ}07'44''$ East for about 186 feet to a point on the dividing line between the properties of V. V. McNitt and the said Charles A. Lamphear; thence southwesterly by said dividing line for about 119 feet to a point on the dividing line between the properties of the Boston & Albany Railroad Company and the said Charles A. Lamphear, said point being about opposite and about 103 feet distant from station 70+95; thence westerly and northwesterly by said dividing line for about 568 feet to a point; thence continuing by said dividing line southeasterly for about 37 feet to a point on the southwesterly location line of the said 1928 County layout; thence by said County location line North $68^{\circ}22'53''$ West for 13.14 feet; by a curve to the right (not tangent to previous course) of 2813.43 feet radius for a distance of 93.05 feet; North $51^{\circ}56'08''$ West for 138.58 feet to a point on the easterly location line of the 1900 State highway layout; thence by said State highway location line northerly by a curve to the left of 154.54 feet radius for a distance of 115.03 feet; thence North $16^{\circ}57'10''$ West for about 136 feet to a point on the first mentioned dividing line; thence northeasterly by said dividing line for about 67.5 feet to the point of beginning; containing about 123,000 square feet.

PARCEL NO. 3. From the BOSTON AND ALBANY RAILROAD COMPANY. A parcel of land on the northerly side of the right of way of said railroad between stations 65+77+ and 75+30+, described as follows: Beginning at the junction of the southwesterly location line of the 1928 County layout with the dividing line between the properties of Charles A. Lamphear and the said railroad, said junction being about opposite and about 46 feet distant from station 65+75; and extending thence by said dividing line northwesterly for about 37 feet and southeasterly and easterly for about 568 feet to a point on the dividing line between the properties of the said railroad and V. V. McNitt; thence southwesterly by said dividing line for about 11.5 feet; thence turning and running easterly and southeasterly by the same dividing line and by the dividing line between the properties of the said railroad and the Southern New England Railroad Corporation for a total distance of about 486 1/2 ft. to a point on the aforesaid county location line, said point being about opposite and about 36 1/2 feet distant from station 75+30; thence by said location line N. 69°32' 46" W. 214.95 feet; thence by a curve to the right of 2809.93 feet radius for a distance of 757.12 feet; thence N. 68°22'53" W. 0.92 feet to the point of beginning, containing about 84,000 square feet.

In that part of the foregoing parcel lying between the roadway and the southerly line of said parcel, an easement for slope only is taken, reserving to the Railroad Company the right at any time in the future to encroach on said land with its slope and remove the surplus material to enable it to build a third or fourth track on its remaining adjacent land.

PARCEL NO. 4 From V. V. McNITT. A parcel of land lying to the north of the right of way of the Boston & Albany Railroad between stations 70+95+ and 73+84+, described as follows: Beginning at the junction of the northerly location line of the 1928 County layout with the dividing line between the properties of Charles A. Lamphear and the said V. V. McNitt, and extending thence by said location line South 81°07'44" East for about 229 feet, South 14°02'29" East for about 48 feet to a point on the dividing line between the properties of the Southern New England Railroad Corporation and the said V. V. McNitt, said point being about opposite and about 233 feet distant from station 73+84; thence southwesterly by said dividing line for about 128 feet to a point on the dividing line between the properties of the Boston & Albany Railroad Company and the said V. V. McNitt; thence westerly by said dividing line for about 220 feet to a point about opposite and about 92 feet distant from station 70+95; thence continuing northeasterly by said dividing line and the first mentioned dividing line for about 130.5 feet to the point of beginning, containing about 29,300 square feet.

PARCEL NO. 5 From the SOUTHERN NEW ENGLAND RAILROAD CORPORATION. A parcel of land on the northerly side of the Boston Post Road, so-called, between stations 73+15+ and 81+25+ described as follows: Beginning at the intersection of the northerly location line of the 1928 County layout with the dividing line between the properties of V. V. McNitt and the said Southern New England Railroad Corporation, and extending thence

by said location line South 14°02'29" East for about 156.5 feet, South 72°04'42" East for 617.89 feet, South 68°55'40" East for about 25 feet to a point on the northerly side of a road separating the property of the said Railroad and other property of the said V. V. McNitt, said point being about opposite and about 62 feet distant from station 81+25; thence westerly by said side of road for about 97 feet to a point on the northerly location line of the 1901 State Highway layout; thence by said location line and the northerly location line of the 1900 State Highway layout North 84°01'20" West for 308.31 feet, South 66°08'00" West for 43.75 feet to a point on the southerly location line of the aforesaid 1928 County layout; thence North 69°19'50" West 167.22 feet to a point on the dividing line between the properties of the Boston & Albany Railroad Company and the said Southern New England Railroad Corporation; thence northwesterly by said dividing line for about 267 1/2 feet to a point on the first mentioned dividing line, said point being about opposite and about 124 feet distant from station 73+15, thence northeasterly by said dividing line for about 128 feet to the point of beginning, containing about 75,950 square feet.

PARCEL NO. 6 From V. V. McNITT. A parcel of land on the northerly side of the Boston Post Road, so-called, between stations 81+32 $\frac{1}{2}$ and 84+35.16, described as follows: Beginning at the junction of the northerly location line of the 1928 County layout with the northerly location line of the 1901 State highway layout, said junction bearing North 17°53'40" East and being 25.08 feet distant from station 84+35.16, and extending thence by said State highway location line North 76°39'20" West for about 303 feet to a point in the southerly side of a road separating the properties of the Southern New England Railroad Corporation and the said V. V. McNitt, said point being about opposite and about 20 feet distant from station 81+32; thence northeasterly by said side of road for about 73 feet to a point on the northerly location line of the aforesaid County layout; thence returning by said location line South 68°55'40" East for about 240 feet to the point of beginning; containing about 4,940 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Clerk of Courts' Office and in the Hampden County Registry of Deeds, and Marked,- The Commonwealth of Massachusetts, Plan and Profile showing Relocation of Highway in the Town of Palmer, Hampden County, Horizontal Scale: 40 feet to the inch, Vertical Scale: 8 feet to the inch.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of August 1928, to remove therefrom their buildings, wood, timber or trees.

No person made claim for damages. Damages are awarded as follows:

Allen Estate \$1.00
 Charles A. Lamphear. 1.00
 Boston & Albany Railroad Company. 1.00
 V. V. McNitt. 1.00
 Southern New England Railroad Corporation . . . 1.00
 V. V. McNitt. 1.00

The said highway is to be constructed and all work to be done by the Commonwealth of Massachusetts.

The Town of Palmer shall reimburse the Commonwealth of Massachusetts the sum of TEN THOUSAND DOLLARS (\$10,000.) and shall pay all land damages if any there are, exclusive of railroad land.

The Boston and Albany Railroad Company shall pay to the Commonwealth of Massachusetts the sum of TWENTY-FIVE THOUSAND DOLLARS (\$25,000) and in the elimination of the closing of the easterly underpass known as Bridge No. 81.89, the Boston and Albany Railroad Company shall assume all expenses connected with its future operation.

No change shall be made in the crossing at Bridge No. 82.16.

George S. Cook)
 John Hall) County Commissioners
 John G. Maxfield) of the
 County of Hampden.

Hampden, ss. County Commissioners' Meeting, July 25, A. D. 1928.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles W. Calhoun, Clerk.

And on the twenty-second day of May, 1929, the County Commissioners filed an amendment to location report which was in the words as follows:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 22, 1929.

At a meeting of the County Commissioners held this day, it having been called to the attention of the Commissioners and it appearing that the decree of the Commissioners, on petition of the Department of Public Works for alterations in crossings (B & A Bridge Nos. 81.89 and 82.16) Boston Post Road, Palmer, Mass., said decree being dated July 25, 1928 and recorded in Hampden County Registry of Deeds Book 1411 Page 508, contains an error in the description of certain lands taken in said decree in that it describes the land taken as being the property of the Southern New England Railroad Corporation whereas in fact the owner of said land at time of taking was the Boston & Albany Railroad Company.

NOW THEREFORE, said decree is corrected so as to read as follows:

Amended description of land taken by the Hampden County Commissioners for highway purposes under decree dated July 25, 1928, said land being erroneously recorded as part of parcel No. 5 of said decree, taken from the Southern New England Railroad Corporation.

PARCEL No. 5A. From the BOSTON AND ALBANY RAILROAD COMPANY. Parcel of land on the northerly side of the Boston Post Road, so-called, between station 77+92± and station 79+77±. Beginning at a junction of the dividing line between the properties of the Southern New England Railroad Corporation and the Boston and Albany Railroad Company, with the northerly location line of the 1901 State highway layout, said junction being about opposite and about 16 feet distant southerly from station 78; thence extending northerly and easterly by said dividing line for respective distances of about 39 feet and 184 feet to another junction with the aforesaid 1901 location line, at a point about opposite and about 10 feet distant northerly from station 79+77; thence returning by said location line N 84-01-20 W for about 180 feet to the point of beginning; containing about 3500 square feet.

PARCEL NO. 5 as amended by the above description, should have been recorded to read as follows:-

PARCEL NO. 5. From the SOUTHERN NEW ENGLAND RAILROAD CORPORATION. A parcel of land on the northerly side of the Boston Post Road, so-called, between stations 73+15± and 81+25± described as follows: Beginning at the intersection of the northerly location line of the 1928 County Layout, with the dividing line between the properties of V. V. McNitt and the said Southern New England Railroad Corporation, and extending thence by said location line S 14-02-29 E for about 156 1/2 feet, S 72-04-42 E for 617.89 feet, S 68-55-40 E for about 25 feet, to a point on the northerly side of a road separating the property of the said Railroad and other property of the said V. V. McNitt, said point being about opposite and about 62 feet distant from station 81+25; thence westerly by said side of road for about 97 feet to a point on the northerly location line of the 1901 State highway layout; thence by said location line N 84-01-20 W for about 60 feet to its junction with the dividing line between the properties of the Boston and Albany Railroad Company and the said Southern New England Railroad Corporation; thence westerly and southerly by said dividing line for respective distances of about 184 feet and 39 feet, to its junction with the northerly location line of the 1900 State highway layout; thence by said location line N 84-01-20 W for about 68 feet S 66-08-00 W for 43.75 feet to a point on the southerly location line of the aforesaid 1928 County Layout; thence N 69-19-50 W for 167.22 feet by said location line to a point on another dividing line between the properties of the Boston and Albany Railroad Company and the Southern New England Railroad Corporation; thence northwesterly by said dividing line for about 267 1/2 feet to a point on the first mentioned dividing line, said point being about opposite and about 124 feet distant from station 73+15; thence northeasterly by said dividing line for about 128 feet to the point of beginning; containing about 72,450 square feet.

The above amended description is indicated on plan prepared by the Boston & Albany Railroad on file in the Clerk of Courts' office and in the Hampden County Registry of Deeds, and marked, - Boston & Albany R. R., the N. Y. C. R. R. Co., Lessee, Boston Division, Palmer, Proposed Location for Four Tracks, "Blanchard's Cut", Office of Chief Engineer, Boston, March 25, 1927, Scale 1"=50', Rev. Jan. 15, 1929.

John G. Maxfield)
Charles W. Bray) County Commissioners
Edward J. Stapleton) of the
County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that alterations and specific repairs be made in a certain highway located in said Town of Hampden namely that part of highway between Hampden and Wilbraham extending southerly from Wilbraham Town line towards Hampden, about 4,000 feet; that alterations be made in its course and width, that said part of said road be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such alterations and specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this fifth day of March, 1928.

N. S. Kibbe)
N. M. Carew) County Commissioners
J. J. Flynn) of the
County of Hampden.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 8th day of March, 1928, and due proceedings having been had thereon, on the 19th day of September, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 19, 1928.

On the Petition of the Selectmen of Hampden for alterations and specific repairs on highway between Hampden and Wilbraham extending southerly, about 4,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being locally known as the Wilbraham Road, to grade, surface with

Selectmen of Town of Hampden, Petrs. for alterations & specific repairs on highway between Hampden & Wilbraham extending southerly about 4,000 ft. and for aid.

bituminous macadam and otherwise improve about 3,200 feet, the work to begin at the Wilbraham line, station 0, and extend in a southerly direction to station 32; these repairs to be made according to specifications set forth in agreement of the department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE THOUSAND SIX HUNDRED DOLLARS (\$5,600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Longmeadow, Petrs. for specific repairs on Longmeadow St. from Gates Hill so-called to the Conn. State line, a distance of about one mile, and for a sum not exceeding \$33,000. to be used in making said repairs.

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TO THE HONORABLE THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

Respectfully represent, Winfield S. H. Seybolt, Edward S. Munson, and Frank B. Allen, as they are all the Selectmen of the Town of Longmeadow; that common convenience and necessity require specific repairs in a certain highway located in said Town of Longmeadow known as Longmeadow Street, from Gates Hill, so-called, to the Connecticut state line, being a distance of about one mile; that the cost of said repairs has been estimated to be ONE HUNDRED THOUSAND (\$100,000) DOLLARS; and that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE they respectfully petition your Honorable Board to order said specific repairs and the County of Hampden to pay a sum not exceeding THIRTY-THREE THOUSAND (\$33,000) DOLLARS to the said Town of Longmeadow to be used in making said repairs.

W. H. S. Seybolt) Selectmen
Edwin S. Munson) of
Frank B. Allen) Longmeadow.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 4th day of April, 1928, and due proceedings having been had thereon, on the 26th day of September, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 26, 1928.

On the petition of the Selectmen of Longmeadow for specific repairs on Longmeadow Street from Gates Hill so-called to the Connecticut line, a distance of about one mile, and for a sum not exceeding \$33,000. to be used in making said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of May, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Longmeadow Street, to grade, surface with reinforced concrete and otherwise improve about 5,580 feet, the work to begin at a point about 800 feet north of Blackhaul Road, station 116+12.20, and extend in a southerly direction to the Connecticut line, station 171+91.82; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow the sum of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Longmeadow.

George S. Cook	) County Commissioners
John Hall	) of the
	) County of Hampden
Clarence H. Granger	) Assoc. Commissioner.

TO THE HONORABLE THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, WINFIELD S. H. SEYBOLT, EDWARD S. MUNSON, and FRANK B. ALLEN, as they are all the Selectmen of the Town of Longmeadow; that common convenience and necessity require specific repairs in a certain highway located in said Town of Longmeadow known as Longmeadow Street, from Gates Hill, so-called, to the Connecticut State Line, being a distance of about one mile; that the cost of said repairs has been estimated to be ONE HUNDRED THOUSAND (\$100,000) DOLLARS; and that the County of Hampden will be greatly benefited by said repairs if the same are made.

WHEREFORE they respectfully petition your Honorable Board to order said specific repairs and the County of Hampden to pay a sum not exceeding THIRTY-THREE THOUSAND (\$33,000) Dollars to the said Town of Longmeadow to be used in making said repairs.

W. S. H. Seybolt)	Selectmen
Edwin S. Munson)	of
Frank B. Allen)	Longmeadow

Selectmen of Longmeadow, Petrs. for specific repairs on Longmeadow St. from Gates Hill so-called to the Conn. State Line, a distance of about one mile, & for a sum not exceeding \$33,000. to be used in making said repairs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the 4th day of April, 1928, and due proceedings having been had thereon, on the 26th day of September, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 26, 1928.

On the Petition of the Selectmen of Longmeadow for specific repairs on Longmeadow Street from Gates Hill so-called to the Connecticut line, a distance of about one mile, and for a sum not exceeding \$33,000. to be used in making said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of May, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Longmeadow to the Connecticut line, and being locally known as Longmeadow Street, to grade, surface with reinforced concrete and otherwise improve about 5,580 feet, the work to begin at a point about 800 feet north of Black-haul Road, station 116+12.20, and extend in a southerly direction to the Connecticut line, station 171+91.82; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow the sum of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.) toward the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Longmeadow.

George S. Cook) County Commission-
John Hall) ers of the County
Clarence H. Granger) of Hampden
Assoc. Comm.

Selectmen of Town of Granville, Petrs. for specific repairs on part of main road between Granville Center & West Granville and for \$4,000. toward expense of said repairs

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned Selectmen of the Town of Granville in said County, that common convenience and necessity require that part of the main road between Granville Center and West Granville, about 500 ft. between the 1926 and 1927 Chapter 90 work, and at a point near the cemetery at the east end of 1925 Chapter 90 work and running east to New Town Hall and that said part of said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary.

Wherefore your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that

said County contribute the sum of Four Thousand Dollars(\$4000.00) together with an appropriation from the State and Town, towards the expense of said repairs.

Dated April 10, 1929.

Harry A. Root
David F. Kenney
Porter T. Frisbie

Selectmen of Granville.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 1st day of May, 1928, and due proceedings having been had thereon, on the 19th day of September, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting September 19, 1928.

On the Petition of the Selectmen of the Town of Granville for specific repairs on part of main road between Granville and West Granville and for \$4,000. towards expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to West Granville, and being locally known as the Main Road, to grade, surface with gravel and otherwise improve about 2,928 feet, the work to be done in two sections: the first section to begin at the end of the section of said improved in 1927, station 68+50, and extend in a westerly direction to station 73+78.51; and the second section to begin at a point about 3,500 feet east of Beckman's house, station 35, and extend in an easterly direction to station 59; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville the sum of FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Town of East Longmeadow, Petrs. for specific repairs on Prospect Street beginning at junction of Pease Road & going to State line, and for aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, your petitioners, the Selectmen of the Town of East Longmeadow, that common convenience and necessity require that the road leading from East Longmeadow Center to the Connecticut State Line known as Prospect Street be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at the junction of Pease Road and go to the State Line, that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 1st day of May, 1928.

Lewis E. Whitaker)
Millard L. Smith) Selectmen of the Town
Edward M. Burt) of East Longmeadow.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 2nd day of May, 1928, and due proceedings having been entered thereon, on the 19th day of September, the Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 19, 1928.

On the Petition of the Selectmen of the Town of East Longmeadow for specific repairs on Prospect Street beginning at junction of Pease Road and going to state line and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from East Longmeadow to Somers, Conn., and being locally known as the Hall Hill or Prospect Street, to grade, surface with bituminous macadam and otherwise improve about 3,200 feet, the work to begin at the Connecticut line, station 0, and extend in a northwesterly direction to station 32; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the road leading from RUSSELL to BLANDFORD known as Stage Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, beginning at the end of work completed in 1927, station and going to town line; that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and make grant from the County to the Town of Russell for aid for said repairs, and as in duty bound would ever pray.

Dated this 26th day of April 1928.

E. D. Parks

L. W. Shattuck

C. E. Wyman

Selectmen

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 8th day of May, 1928, and due proceedings having been had thereon, on the 26th day of September, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 26, 1928.

On the Petition of the Selectmen of Russell for specific repairs on Russell-Blandford Stage Road beginning at end of work completed in 1927 and going to Town line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Russell Village to Blandford, and being locally known as the Blandford Road, to grade, surface with gravel and otherwise improve about 850 feet, the work to be done in three sections; the first section to begin at station 18+50 and extend in an easterly direction to station 16; the second section to begin at station 53, and extend in a westerly direction to station 55; and the third section to begin at station 61, and extend in a westerly direction to station 65; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, which specifications are made a part of this decree.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

Selectmen of Russell
Petr. for specific
repairs on Russell-
Blandford Stage
Road beginning at
end of work com-
pleted in 1927 and
going to town line,
and for aid.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden

June 26, 1928. Hearing on deer damage claim of Fred N. Lawrence of Brimfield.

Vote

June 27, 1928. Voted to increase salaries of certain clerks in District Court Office, Springfield.

Order to Arrest

July 25, 1928. Order to arrest holder of parole, Raffael Mazaraco.

Order

Ordered, County Treasurer authorized and directed to pay to Town of Longmeadow \$7,229.22 on account of County's proportion of cost of work done on Longmeadow Street.

Vote

Aug. 8, 1928 Voted to award County of Hampden Notes #310 to 325 inclusive for \$300,000. to Saloman Brothers & Hutzler of Boston, at 4.74% discount plus \$3.00.

Order to Arrest

Order to arrest John J. Riley of Springfield, holder of permit to be at liberty.

Approval of Deer Damage Claim of Fred N. Lawrence of Brimfield.

Order to Arrest

Aug. 15, 1928 Order to arrest Frank Jackowski of Holyoke, holder of permit to be at liberty.

Orders

Aug. 22, 1928 Ordered, County Treasurer authorized and directed to pay \$3,622.01 to Town of Longmeadow on acct. of County's proportion of cost of work done on Longmeadow Street in Town of Longmeadow.

Ordered, County Treasurer, authorized and directed to pay \$1,600 to Town of Hampden on acct. of County's proportion of cost of work done on Wilbraham Road in Town of Hampden.

Ordered, that the order to arrest Frank Jackowski of Holyoke, holder of permit to be at liberty, issued August 15, 1928, is hereby revoked.

Aug. 15, 1928 Ordered, that the sum of \$1100. which is balance of County's proportion of cost of work done on Hampden-East Longmeadow highway be paid from County Treasury to Town of Hampden. (Petition No. 27 - 1927).

Aug. 29, 1928 Ordered, County Treasurer authorized and directed to pay to the Hampden County Tuberculosis and Public Health Association the sum of \$3,000. in accordance with Cha. 354 of the Acts of 1928.

Aug. 31, 1928 Order passed by Springfield City Government and approved by the Mayor changing the name of three public Streets in the Sixteen Acre Section. Wilbraham Road to Old Acre Road, Portion of Plumtree Road to Puritan Road, angle of Wilbraham Road and Plumtree Road 900' westerly of Parker St. be known as Plumtree Road.

June Meeting 1928

Orders

September 5, 1928 Ordered, County Treasurer authorized and directed to pay to Town of Longmeadow \$7,239.15 on account of County's proportion of cost of work done on Longmeadow Street in Longmeadow.

Ordered, County Treasurer authorized and directed to pay to Town of Blandford \$2,878.41 on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Sept. 19, 1928. Ordered, County Treasurer authorized and directed to pay sum of \$1,330.64 to Town of Blandford on account of County's proportion of cost of work done on Otis Road.

Ordered, that the sum of \$1,550.96 which is balance of County's proportion of cost of work done on Meadow St., Agawam be paid from County Treasury to Town of Agawam. (Pet. No. 48 - 1927.)

Ordered, that Herve Peets be discharged from Hampden County Training School on Sept. 28, 1928.

DEER DAMAGE CASES FOR MONTHS OF JULY, AUGUST & SEPTEMBER, 1928.

Claim for damages
done by deer

1928			Amount	Fees & Travel
July 5	Mr. Nickolet	Monson	\$0.00	\$2.40
" 18	Bridget Kozikowski	Monson	11.67	1.80
" 25	H. H. Thresher	Hampden	8.75	1.60
" 25	N. S. Kibbe	"	19.60	
" 25	Ralph Roberts	Granville	60.00	5.00
" 25	Merrill D. Brooks	"	100.00	5.80
Aug. 8	Richard D. Beeman	Wilbraham	81.85	3.80
" 8	Wilbur E. Pendleton	Granville	10.00	1.20
" 8	Phillip J. Brown	Brimfield	15.00	2.20
" 13	Joseph Breskie	Monson	10.00	1.50
" 15	Anton Anderson	"	10.00	1.60
Sept. 12	George F. Brooks	Granville	5.00	1.40

Claim for damages
done by dogs.

Directors of Boston & Albany R. R. Co.
 Petrs. for alteration in crossing B & A bridge No. 127.22, Snow Bridge, the approaches thereto, the location of said R.R. or way, or in said bridge at said crossing, in Chester.

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Plan in Book 8
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COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:-

Respectfully represent the Directors of the Boston & Albany Railroad Company that a public way in the Town of Chester, County of Hampden and Commonwealth of Massachusetts, known as Middlefield Road, and the tracks of the Boston & Albany Railroad Company cross each other by a bridge known as Boston & Albany bridge No. 127.22, Snow's Bridge; that they deem it necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing.

WHEREFORE, your petitioners pray that this Honorable Board, after a public notice, will hear all parties interested and, if they decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

DIRECTORS of the BOSTON & ALBANY RAILROAD COMPANY,
 By the New York Central Railroad Company,
 By Geo. A. Fernald, Jr.
 Counsel.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 10th day of January, 1928, and due proceedings having been had thereon, on the 7th day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.: County Commissioners' Meeting November 7, 1928.

In the matter of the petition of the Directors of the Boston and Albany Railroad Company, praying for an alteration in railroad crossing of Boston and Albany bridge No. 127.22, Snow's Bridge, in Chester, which does not involve the abolition of a crossing at grade, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing; it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fifth day of May, A. D. 1928, view said crossing and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-second day of August, 1928, at which time all persons who had objected at the hearing of May 25th were present and were heard. Said hearing having been had, the Commissioners did adjudge that it is necessary for the security and convenience of the public that an alteration should be made in said railroad crossing at Bridge No. 127.22, the approaches thereto, and in the bridge at said crossing, thereupon, it is ORDERED, ADJUDGED and DECREED that such alterations shall be made in the following manner and within the following limits, namely:-

1. The bridge shall be raised about four feet.
2. The bridge underclearance shall be increased from 18' 1-1/4" to 22' 1-1/4".
3. The clear width of roadway shall remain unchanged.
4. The present masonry abutments shall remain unchaned, except the present backwalls and stringer seats shall be removed, the bridge seats raised four feet and new backwalls and stringer seats built to elevation required. All new work shall be of concrete construction.
5. The roadway on approaches shall be graded to the new floor elevation. This grading will extend for a distance of about 240 feet south and 140 feet north on the west approach of Bridge 127.22 on highway to Chester, being a continuation of present grades. This portion of travelled way shall be relocated as shown. The grade on the approach to the bridge on the east side shall be increased from a 9% grade to a 10% grade. To meet this grade it will be necessary to raise the river bridge about 2'-3" at the westerly end and about 1'-9" at the easterly end and run the grade out easterly for a distance of about 100 feet beyond the bridge to meet present grade. The easterly abutment shall be encased in concrete.
6. The work shall be done substantially in accordance with plan entitled, "Proposed Raising of Bridge Carrying Middlefield Road over Main Line Tracks of Boston & Albany R. R. In Town of Chester, Hampden County, Mass. known as B. & A. Bridge 127.22, dated September, 1928. Said plan is filed with the County Commissioners in the Clerk of Courts' Office, Court House, Springfield.

George S. Cook)
 John Hall) County Commissioners
 John G. Maxfield) of the
 County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT THE UNDERSIGNED, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that specific repairs be made by grading, resurfacing and hardening or otherwise repaired as may be necessary on Town Road, an existing highway in said Town which lies between Brimfield and Holland, said work beginning at Sta. 37+0 and going to Holland Center.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this Sixth day of March, 1928.

John H. Trepania) Board of Selectmen
 Edwin M. Hall) of the Town
 Andrew Jay Bagley) of Holland.

Selectmen of Holland,
 Petrs. for specific
 repairs on Town Road
 which lies between
 Brimfield & Holland
 work commencing at
 Sta. 37+0 and going
 to Holland Center,
 and for aid.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 9th day of March, 1928, and due proceedings having been had thereon, on the 5th day of December, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting December 5, 1928.

On the Petition of the Selectmen of Holland for specific repairs on Town Road which lies between Brimfield and Holland, work commencing at sta. 37+0 and going to Holland Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Holland to Brimfield, and being locally known as the Brimfield Road, to grade, surface with gravel and otherwise improve about 1,200 feet; the work to begin at the end of the section of said road improved in 1927, station 63, and extend in a southerly direction to station 75; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Holland.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Citizens of Town of Granville, Petrs. for specific repairs on Lake Street which lies between the main highway & the Southwick line, and for a sum not to exceed \$500. towards expense of said repairs.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned Citizens of the Town of Granville in said County, that common convenience and necessity requires that Lake Street which lies between the main highway and the Southwick line, that part of said road be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute a sum not to exceed Five Hundred (500.00) Dollars, together with an appropriation from the Town and Citizens of Lake Street, towards the expense of said repairs.

April 9, 1928.

Joseph L. Dickinson Geo. H. Carter
Wm. C. E. Hansen B. H. Dickinson
S. Milton Hansen Mrs. Harry S. Hartley
Stanley E. Beckwith Harold E. Hansen
Harry U. Beckwith Howard B. Dickinson
Christain Hansen Benj. F. Gibbons
William C. Gibbons

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 11th day of April, 1928, and due proceedings having been had thereon, on the 21 st day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 21, 1928.

On the petition of the Citizens of the Town of Granville for specific repairs on Lake Street which lies between the main highway and the Southwick line, and for a sum not to exceed \$500. towards expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Lake Street; this road be specifically repaired beginning at the end of stone foundation already put in by the Town of Granville, and continuing five hundred feet (500') with excavation 20" depth, stone foundation 12" depth, gravel 8" depth, stone foundation 13' width, shoulder on each side 3' width.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

George S. Cook)
John Hall : County Commissioners
John G. Maxfield) of the
County of Hampden.

To the County Commissioners for the County of Hampden:

Respectfully represents your petitioners, the Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the road leading from Westfield to Montgomery through Wyben, known as the Montgomery Road should be specifically repaired, hardened and rebuilt, beginning about fifteen hundred (1500) feet northerly of Simmons brook so-called and extending northerly toward Wyben village so-called about seven thousand (7,000) feet and that the County of Hampden will be greatly benefited by the same.

Wherefore your petitioner respectfully requests that your Honorable Board determine and order specific repairs, hardening and rebuilding be made, and make such order with reference to payment of the cost of same as they deem to be just and reasonable.

Harry B. Putnam
Mayor.

Mayor of City of Westfield, Petr. for specific repairs, hardening & rebuilding of Montgomery Road leading from Westfield to Montgomery through Wyben, and for aid.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 11th day of April, 1928, and due proceedings having been had thereon, on the 21st day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 21, 1928.

On the petition of the Mayor of the City of Westfield for specific repairs, hardening, and rebuilding of Montgomery Road leading from Westfield to Montgomery through Wyben, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Westfield to Montgomery, and being locally known as the Montgomery Road, to grade, surface with gravel and otherwise improve about 7,000 feet; the work to begin at a point about 1500 feet northerly of the bridge over Simmons Brook, station 15, and extend in a northerly direction to station 85; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Westfield a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

Selectmen of Town of Chester, Petrs. for specific repairs on East River Road beginning at Huntington town line & going to West Worthington, and for aid.

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To the Honorable County Commissioners of Hampden County:

We, the undersigned, Selectmen of the Town of Chester in said County hereby certify and represent that the highway known as the East River Road leading from Huntington to West Worthington in the Town of Chester, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said beginning at Huntington town line and going to West Worthington.

We humbly petition your Honorable Board to view the same and order specific repairs on said road and make grant from the County to the Town of Chester for aid for said road and as in duty bound would ever pray.

John E. Cooney
L. J. Kelso
Thomas Rose
Selectmen of Chester.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 11th day of April, 1928, and due proceedings having been had thereon, on the 21st day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 31, 1928.

On the Petition of the Selectmen of the Town of Chester for specific repairs on East River Road beginning at Huntington Town line and going to West Worthington, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Worthington, and being locally known as the East River Road, to grade, surface with gravel and otherwise improve about 500 feet; the work to begin at the end of the section of road improved in 1927, station 117, and extend in a north-westerly direction to station 122, and beginning again at station 122 and extend in a northwesterly direction to station 126+50 a distance of about 450 feet; also, work is to consist of repairing damage on this road caused by flood of November 1927 as directed by the State Engineer; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall ; of the
John G. Maxfield) County of Hampden.

To the Honorable Board of County Commissioners of Hampden County:

We, the Selectmen of the Town of Chester in said County hereby certify and represent that the highway known as the Middlefield Road leading from Chester Village to Middlefield in the Town of Chester, that said road is in dangerous condition and in need of extensive repairs, and that public convenience and necessity requires that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same, and order specific repairs on said road and make grant from the County to the Town of Chester for aid for said repairs, and as in duty bound would ever pray.

John E. Cooney
Leon J. Kelso
Thomas Rose
Selectmen of Chester.

Selectmen of Town of Chester, Petrs. for specific repairs on Middlefield Road leading from Chester Village to Middlefield and for aid.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 11th day of April, 1928, and due proceedings having been had thereon, on the 21 st day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 21, 1928.

On the Petition of the Selectmen of the Town of Chester for specific repairs on Middlefield Road leading from Chester Village to Middlefield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester Village to Middlefield, and being locally known as the Middlefield Road, to grade, surface with gravel and otherwise improve about 525 feet; the work to begin at the end of the section of said road improved in 1927, station 86+75, and extend in a northerly direction to station 92, and to consist of repairing the damage caused by the flood of November 4, 1927, including the resurfacing with gravel between stations 72 and 86+50, and between stations 0 and 20+50; relaying two eighteen-inch corrugated iron pipe culverts; repairing the shoulders of the 1927 Chapter 90 work; and rebuilding the guard railing; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall : of the
John G. Maxfield) County of Hampden.

Selectmen of Chester,
Petrs. for specific
repairs on Chester
Hill Road beginning
at Huntington line &
going to Middlefield
and for aid.

To the Honorable County Commissioners of Hampden County:

We, the Selectmen of Chester, in said County hereby certify and represent that the highway known as the Chester Hill road in the town of Chester, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made on said road, beginning at Huntington line and going to Middlefield. We humbly petition your Honorable board to view the same and order specific repairs on said road and make grant from the County to the Town of Chester, for aid for said road and as in duty bound would ever pray.

J. E. Cooney
Thomas Rose
L. J. Kelso
Selectmen of Chester.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 11th day of April, 1928, and due proceedings having been had thereon, on the 21st day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 21, 1928.

On the petition of the Selectmen of Chester for specific repairs on Chester Hill Road beginning at Huntington line and going to Middlefield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of May, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Middlefield, and being locally known as the Chester Hill Road, to grade, surface with gravel and otherwise improve about 2,100 feet; the work to begin at the end of the section of said road improved in 1927, station 121, and extend in a north-westerly direction to station 142; and to grade, surface with gravel and otherwise improve about 650 feet, the work to begin at the end of the section of said road now being improved, station 142, and extend in a north-westerly direction to station 148+50, and beginning again at station 148+50 and extend in a north-westerly direction to station 153, a distance of about 500 feet; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS (\$5,750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Selectmen of the Town of Ludlow, that common convenience and necessity require that the road leading from Indian Orchard to Granby through Ludlow known as West Street be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, beginning at the end of work finished in 1927 and running west to intersection of Holyoke Street, a distance of about one mile; that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made

Selectmen of Town of Ludlow, Petrs. for specific repairs on West St. leading from Ind. Orchard to Granby through Ludlow beginning at end of work finished in 1927 and running west to intersection of Holyoke St. and for aid.

and that said County contribute a sum not to exceed \$10,000 towards the expense of said repairs together with the State and Town.

Dated this 16th day of April, 1928.

H. M. Sanford) Board of Selectmen,
James J. Flynn) Town of Ludlow, Mass.
Arthur C. Brodeur)

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 18th day of April, 1928, and due proceedings having been had thereon, on the 10th day of October, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 10, 1928.

On the petition of the Selectmen of the Town of Ludlow for specific repairs on West Street beginning at end of work finished in 1927 and running west to intersection of Holyoke Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow to Springfield, and being locally known as West Street, to grade, surface with bituminous macadam, and otherwise improve about 6,150 feet; the work to begin at a point about 50 feet northeasterly of the house of Dolar Duldex, station 141+50, and extend in a south-westerly direction to station 80+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham in the said County: that common convenience and necessity require that specific repairs and new construction be made upon the main highway in said Town of Wilbraham running from Wilbraham Center to the Town of Hampden beginning at station 52 and running Northerly about three thousand feet.

Wherefore, your petitioners pray that your Honorable Board will, after due notice, view, and hearing, proceed to order, specific repairs and new construction on said Highway and that said County contribuet a sum not to exceed three thousand five hundred (\$3,500.) Dollars, towards the expense of said repairs and construction.

Dated this twenty-fifth day of April, 1928.

W. H. McGuire)
Fred W. Green) County Commissioners
Fred Dobbs) of the
County of Hampden.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 25th day of April, 1928, and due proceedings having been had thereon, on the 10th day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 10, 1928.

On the Petition of the Selectmen of Wilbraham for specific repairs and new construction on main highway running from Wilbraham Center to Town of Hampden, beginning at station 52 and running Northerly about 3,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being locally known as South Main Street, to grade, surface with bituminous macadam and otherwise improve about 2,550 feet; the work to begin at the end of the section of said road improved in 1927, station 49, and extend in a northerly direction to station 74+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3500.) towards the repairing of this highway. All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

October Meeting 1928

Selectmen of Wilbraham
Petrs. for specific
repairs & new con-
struction on main
highway from Wilbraham
Center to Town of
Hampden, beginning at
sta 52 & running North-
erly about 3,000 ft.
and for aid.

Selectmen of Wilbraham, Petrs. for specific repairs & new construction on main highway running from Wilbraham Center to City of Spfld. beginning at intersection of Faculty St. and running easterly about 1800 feet and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham in the said County; that common convenience and necessity require that specific repairs and new construction be made upon the main highway in said Town of Wilbraham running from Wilbraham Center to the City of Springfield beginning at the intersection of Faculty Street and running easterly about eighteen hundred feet.

Wherefore, your petitioners pray that your Honorable Board will, after due notice, view, and hearing, proceed to order, specific repairs and new construction on said highway and that said County contribute a sum not to exceed one thousand five hundred (\$1500.00) Dollars towards the expense of said repairs and construction.

Dated this twenty-fifth day of April, 1928.

W. H. McGuire) Selectmen
Fred W. Green: of
Fred Dobbs) Wilbraham.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 25th day of April, 1928, and due proceedings having been had thereon, on the 10th day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 10, 1928.

On the Petition of the Selectmen of Wilbraham for specific repairs and new construction on main highway running from Wilbraham Center to City of Springfield beginning at intersection of Faculty Street and running easterly about 1800 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Springfield, and being locally known as Springfield Street, to grade, surface with bituminous macadam and otherwise improve about 1,700 feet; the work to begin at the end of the section of said road improved in 1927, station 88, and extend in an easterly direction to station 105; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1500) towards the repairing of this highway. All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

GEORGE S. COOK) County Commissioners
JOHN HALL : of the
JOHN G. MAXFIELD) County of Hampden.

TO THE BOARD OF COMMISSIONERS OF THE COUNTY OF HAMPDEN, STATE OF
MASSACHUSETTS.

We, the undersigned, Selectmen of the Town of Tolland, of above County and State, do pray you to grant us aid in the repairing of that piece of highway beginning at end of last year's grant or in front of the so called "Slocum House", and leading in a westerly direction towards Tolland Center. Common convenience and necessity make the repairing of this road necessary.

Tolland, Mass., April 25th, 1928.

Lyman C. Clark)
Homer T. Hale) Selectmen
Bentley T. Pratt) of
Tolland.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 27th day of April, 1928, and due proceedings having been had thereon, on the 10th day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting. October 10, 1928.

On the Petition of the Selectmen of Tolland for specific repairs of piece of highway beginning at end of last year's grant or in front of so-called "Slocum House", and leading westerly towards Tolland Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville Road, to grade, surface with gravel and otherwise improve about 2,075 feet; the work to begin at the end of the section of said road improved in 1927, station 44+75, and extend in a westerly direction to station 65+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

George S. Cook)
John Hall) County Commissioners
John G. Maxfield) of the
County of Hampden.

October Meeting 1928

Selectmen of Tolland
Petr. for specific
repairs of piece of
highway beginning
at end of last
year's grant or in
front of so-called
"Slocum House", &
leading westerly
towards Tolland
Center, and for
aid.

Selectmen of Town of Southwick, Petrs. for specific repairs on South Longyard Road, beginning at a point where work left off last year and go toward Southwick Center, and for aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Selectmen of the Town of Southwick, that common convenience and necessity require that the road leading from Agawam Town line to Southwick Center known as South Longyard Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at a point where work left off last year and go toward Southwick Center that the county of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirtieth day of April, 1928.

Chester S. Gillett) Selectmen
A. F. Johnson : of the Town of
Joseph C. Galpin) Southwick

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 8th day of May, 1928, and due proceedings having been had thereon, on the 10th day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 10, 1928.

On the petition of the Selectmen of Southwick, for specific repairs on South Longyard Road, beginning at a point where work left off last year and go toward Southwick Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to Suffield, Conn., and being locally known as the South Longyard Road, to grade, surface with gravel and otherwise improve about 3,460 feet; the work to begin at the end of the section of said road improved in 1927, station 22, and extend in a north-westerly direction to station 56+59.5; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

George S. Cook) County Commissioners
John Hall : of the
John G. Maxfield) County of Hampden.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

Respectfully represent the undersigned citizens of the Town of Blandford in said County, that common convenience and necessity require that the Blandford-Otis Road, an existing highway in said town which lies between Blandford and Otis be specifically repaired by grading, resurfacing, and grading or otherwise be repaired as necessary from place (sta 10000) of discontinuance of said work of last Fall as far as money will go.

Wherefore your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute (\$12,500.00) Twelve Thousand Five Hundred dollars together with an appropriation from State and Town towards the expense of said repairs.

Dated May 10, 1928.

S. A. Anderson)
F. B. Hart)
Selectmen
of
Blandford

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 11th day of May, 1928, and due proceedings having been had thereon, on the 14th day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 14, 1928.

On the petition of the Selectmen of Blandford for specific repairs on Blandford-Otis Road beginning at the end of work completed last fall and go as far as money will go, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Blandford to Otis, and being locally known as the Otis Road, to grade, surface with bituminous macadam and otherwise improve about 3,290 feet, the work to begin at the end of the section of said road improved in 1927, station 98, and extend in an easterly direction to station 131+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) toward the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

Selectmen of Blandford, Petrs. for specific repairs on Blandford-Otis Road beginning at end of work completed last fall and go as far as money will go, and for aid.

Selectmen of Town of Montgomery, Petrs. for specific repairs on Main Road leading from Westfield to Huntington beginning near the house of E. A. Chapman & going to the house of D. F. McQuat and for aid.

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TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent your petitioners, the Selectmen of the Town of Montgomery, that common convenience and necessity require that the road leading from Westfield to Huntington known as Main Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin near the house of E. A. Chapman and go to the house of D. F. McQuat, that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of May, 1928.

Walter D. Allyn) Selectmen
Myron B. Avery : of the Town
Myron E. Kelso) of Montgomery.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 16th day of May, 1928, and due proceedings having been had thereon, on the 24th day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 24, 1928.

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road leading from Westfield to Huntington, beginning near the house of E. A. Chapman and going to the house of D. F. McQuat, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Westfield through Montgomery and being locally known as the Main Road, to grade, surface with grave, and otherwise improve about 970 feet; the work to begin at the end of the section of said road improved in 1923, station 18+80, and extend in a north-westerly direction to station 28+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

George S. Cook) County Commissioners
John Hall : of the
County of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent, your petitioners, the Selectmen of the Town of Brimfield, that common convenience and necessity require that the road leading from Brimfield to Warren known as Warren Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at station 25 and go to approximately station 50, that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 30th day of April, 1928.

S. O. Russell) Selectmen
F. B. Haley : of the
Jas. A. G. Hoyt) Town of Brimfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 18th day of May, 1928, and due proceedings having been had thereon, on the 28th day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 28, 1928.

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at station 25 and go to approximately station 50, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of June, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Warren to Brimfield, and being locally known as the Warren Road, to grade, surface with gravel and otherwise improve about 1700 feet, the work to begin at a point about 2,500 feet from the Warren line, station 25, and extend in a southerly direction to station 42; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

George S. Cook) County Commissioners
John Hall : of the
John G. Maxfield) County of Hampden.

October Meeting 1928

Selectmen of Brimfield
Petrs. for specific
repairs on Warren Rd.
beginning at station
25 and go to approxi-
mately station 50, &
for aid.

Selectmen of Chester
Petr. for specific
repairs on bridge
over Westfield River
on Maple St. known
as Maple St. Bridge
and for aid.

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TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

We the Selectmen of Chester in said County hereby certify and represent that the Bridge over the Westfield River on Maple Street in said town, known as Maple Street Bridge is in dangerous condition and in need of extensive repairs, and that public convenience and necessity require that specific repairs be made upon said bridge.

We humbly petition your Honorable Board to view the same and order specific repairs on said bridge and make grant from the County to the Town of Chester for said repairs, and in duty bound would ever pray.

John E. Cooney) County Commissioners
Thomas Rose : of the
L. J. Kelso) County of Hampden.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 27th day of June, 1928, and due proceedings having been had thereon, on the 31st day of October, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 31, 1928.

On the petition of the Selectmen of Chester for specific repairs on bridge over Westfield River on Maple Street, known as Maple Street Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of August, A. D. 1928, hear all parties interested, having previously viewed said bridge, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said bridge, - to repair, clean and paint said bridge on Maple Street over the Westfield River, the work to be done as follows by the Town of Chester:

- (1) To remove the present wooden deck and the steel stringers under the roadway; replacing them with new steel stringers and new wooden plank.
- (2) To remove the present plank and spiking pieces of the sidewalk; replacing them with new plank and spiking pieces.
- (3) To repair portions of the steel superstructure.
- (4) To repair the metal fence.
- (5) To clean and paint the entire metal work in the superstructure.
- (6) To put the bridge in proper condition for use according to the plans having the following title: "The Commonwealth of Massachusetts. Proposed Repairs, Chester, Maple Street Bridge over West Branch of Westfield River. Scale: Four feet to the inch unless otherwise noted. Office of the Department of Public Works, State House, Boston, Mass. April 1928. A. W. Dean, Chief Highway Engineer. G. E. Harkness, Bridge Engineer."

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case, and in accordance with and as specified in a contract between the Town of Chester, by its Board of Selectmen, and the Standard

Engineering and Contracting Company, of Toledo, Ohio, executed under date of April 20, 1928, on file in the office of the Department of Public Works-said contract being hereby made a part of the agreement between the Department of Public Works and the Town of Chester, dated June 5, 1928; the specifications contained in said contract shall have the same force and effect as if written in agreement at length.

The above mentioned plan is on file in the office of the Clerk of Courts, Court House, Springfield.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

To the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts:

Respectfully represent your petitioners, Road Commissioners of the Town of Palmer, that there is in the village of Three Rivers, in the Town of Palmer, a public way known as the Springfield Road, leading from the westerly terminus of Main Street, near the plant of the Otis Company, westerly to the Wilbraham town line; that the boundaries of said way are ill-defined and uncertain and that said way is too narrow to accomodate reasonably the travel thereover, and that part of said road should be specifically repaired by grading, resurfacing and hardening or otherwise as may be necessary.

Wherefore your petitioners pray that, after due notice had in the premises, your Honorable Board will relocate said way between the points described for the purpose of establishing the boundary lines of said way and monumenting the same and making such alteration in the course and width thereof to make it safe for public travel and as common convenience and necessity may require; determine, specify and order such specific repairs be made in such part or parts of said way as your Board may deem proper; and that said County of Hampden contribute a sum, not to exceed five thousand dollars (\$5000.) together with a contribution in a like amount from the Commonwealth and the Town of Palmer, toward the expense of said repairs and improvements.

Thomas J. Moran) Board
Jno. J. Conway) of
Homer A. Shaw) Road Commissioners.

Palmer, June 28, 1928.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 3rd day of July, 1928, and due proceedings having been had thereon, on the 19th day of December, 1928, said Commissioners file the following location report, to wit:-

Board of Road Commissioners, Town of Palmer
Petr. for relocation
& specific repairs of
Springfield Road in
village of Three Rivers
leading from westerly
terminus of Main St.
near plant of Otis Co.
westerly to Wilbraham
town line, & for monu-
menting the same and
for a sum not to exceed
\$5,000. toward cost of
said repairs.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting December 19, 1928.

On the petition of the Board of Road Commissioners, Town of Palmer, for relocation and specific repairs of Springfield Road in the Village of Three Rivers, leading from westerly terminus of Main Street near plant of Otis Company westerly to Wilbraham town line, and monumenting the same, and for a sum not to exceed \$5,000. toward cost of said repairs; it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August, A. D. 1928, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-sixth day of September, 1928 at 11:15 o'clock in the forenoon at which time all persons who had objected at the hearing of August eighth, were present and were heard. Said hearing having been had, the Commissioners did adjudge that common convenience and necessity required that said highway should be relocated and specific repairs made thereon, and do now relocate and order specific repairs on said highway in the manner following:

The layout is located on the Three Rivers Road, so called, and begins at the dividing line between the towns of Wilbraham and Palmer, and extends thence easterly, in part over cut-offs or new locations, for about one and three-eighths miles to a point near the Palmer Mills of the Otis Company, being more fully described as follows:

The base line begins at a point on the aforesaid Wilbraham-Palmer line, said point being shown on plan as station 0+14.20, and extends thence north 80°50'00" east for the distance of 438.47 feet; thence north 85°00'50" east for the distance of 425.25 feet; thence north 87°18'20" east for the distance of 356.52 feet; thence south 84°35'40" east for the distance of 600.87 feet; thence by a curve to the right of 800.00 feet radius for the distance of 931.35 feet; thence south 17°53'30" east for the distance of 425.50 feet; thence south 17°46'10" east for the distance of 656.85 feet; thence by a curve to the left of 600.00 feet radius for the distance of 296.07 feet; thence south 46°02'30" east for the distance of 66.40 feet; thence by a curve to the left of 600.00 feet radius for the distance of 470.54 feet; thence north 89°01'30" east for the distance of 1031.98 feet; thence by a curve to the right of 1200.00 feet radius for the distance of 379.09 feet; thence south 72°52'30" east for the distance of 273.60 feet; thence south 76°54'50" east for the distance of 445.77 feet; thence south 80°16'50" east for the distance of 266.47 feet; thence north 89°24'10" east for the distance of 200.77 feet to a point at the end of the layout, shown on plan as station 72+69.70.

Length equalling 7255.50 feet.

The northerly line of location begins at a point on the dividing line between the towns of Wilbraham and Palmer, said point bearing north $5^{\circ}37'40''$ east and being 34.13 feet distant from the point of beginning of the above-described base line shown on plan as station $0+14.20$, and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing north $2^{\circ}41'40''$ west and 33.00 feet distant from station $11+53.64$; thence by a curve to the right of 1033.00 feet radius for the distance of 146.04 feet to a point bearing north $5^{\circ}24'20''$ east and 33.00 feet distant from station $12+95.24$; thence parallel to the base line as above described and 33.00 feet distant therefrom to a point bearing north $5^{\circ}24'20''$ east and 33.00 feet distant from station $18+25.31$; thence by a curve to the right of 823.07 feet radius for the distance of 958.21 feet to a point bearing north $53^{\circ}27'01''$ east and 28.50 feet distant from station $27+56.66$; thence parallel to the base line as above described and 27.00 feet distant therefrom to a point bearing north $71^{\circ}29'08''$ east and 27.00 feet distant from station $32+65.73$; thence south $19^{\circ}15'33''$ east for the distance of 588.69 feet to a point bearing south $88^{\circ}25'00''$ east and 44.84 feet distant from station $38+39.01$; thence by a curve to the left of 600 feet radius for the distance of 293.51 feet to a point bearing north $84^{\circ}40'10''$ east and 49.57 feet distant from station $41+35.08$; thence south $47^{\circ}17'14''$ east for the distance of 38.76 feet to a point bearing north $50^{\circ}54'23''$ east and 38.70 feet distant from station $42+01.48$; thence by a curve to the left of 600 radius for the distance of 457.50 feet to a point bearing north $31^{\circ}38'17''$ east and 39.18 feet distant from station $46+72.02$; thence parallel to the base line as above described and 33.00 feet distant therefrom to a point bearing north $15^{\circ}06'20''$ east and 33.02 feet distant from station $63+56.69$; thence south $76^{\circ}54'50''$ east for the distance of 584.82 feet to a point bearing north $13^{\circ}05'10''$ east and 24.75 feet distant from station $69+42.92$; thence by a curve to the left of 767.00 feet radius for the distance of 215.67 feet to a point bearing north $0^{\circ}35'50''$ west and 25.53 feet distant from station $71+64.72$; thence north $86^{\circ}58'34''$ east for the distance of 103.59 feet to a point at the end of the layout, bearing north $3^{\circ}25'01''$ west and 29.96 feet distant from the point of ending of the above-described base line shown on plan as station $72+69.70$.

The southerly line of location begins at a point on the dividing line between the towns of Wilbraham and Palmer, said point bearing south $5^{\circ}37'40''$ west and being 34.13 feet distant from the point of beginning of the above-described base line shown on plan as station $0+14.20$, and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing south $2^{\circ}41'40''$ east and 33.00 feet distant from station $11+53.64$; thence by a curve to the right of 967.00 feet radius for the distance of 136.71 feet to a point bearing south $5^{\circ}24'20''$ west and 33.00 feet distant from station $12+95.24$; thence parallel to the base line, as above described, and 33.00 feet distant therefrom to a point bearing south $5^{\circ}24'20''$ west and 33.00 feet distant from station $18+25.31$; thence by a curve to the right of 757.07 feet radius

for the distance of 881.37 feet to a point bearing south $85^{\circ}15'58''$ west and 40.05 feet distant from station 27+56.66; thence parallel to the base line, as above described, and 39.00 feet distant therefrom to a point bearing south $71^{\circ}29'08''$ west and 39.00 feet distant from station 32+65.73; thence south $10^{\circ}15'33''$ east for the distance of 483.93 feet to a point on the southerly location line of the present county layout dated 1883, bearing south $72^{\circ}13'50''$ west and 26.42 feet distant from station 37+50; thence following said county layout location line south $17^{\circ}48'34''$ east for the distance of 259.59 feet to a point bearing south $56^{\circ}59'37''$ west and 49.05 feet distant from station 39+98.57; thence south $47^{\circ}17'14''$ east for the distance of 482.42 feet to a point bearing south $20^{\circ}31'35''$ west and 77.72 feet distant from station 44+46.86; thence leaving said county line of location and extending north $89^{\circ}35'09''$ east for the distance of 248.42 feet to a point bearing south $0^{\circ}58'30''$ east and 33.00 feet distant from station 46+72.02; thence parallel to the base line, as above described and 33.00 feet distant therefrom to a point bearing south $15^{\circ}06'20''$ west and 33.02 feet distant from station 63+56.69; thence south $76^{\circ}54'50''$ east for the distance of 587.15 feet to a point bearing south $13^{\circ}05'10''$ west and 41.25 feet distant from station 69+42.92; thence by a curve to the left of 833.00 feet radius for the distance of 115.25 feet to a point bearing south $5^{\circ}09'31''$ west and 40.10 feet distant from station 70+52.46; thence north $5^{\circ}09'31''$ east for the distance of 1.46 feet to a point on the southerly line of location of the present county layout dated 1883, bearing south $5^{\circ}09'31''$ west and 38.64 feet distant from the said station 70+52.46; thence following said present county line of location north $86^{\circ}34'59''$ east for the distance of 222.32 feet to a point at the end of the layout, bearing south $3^{\circ}25'01''$ east and 24.59 feet distant from the point of ending of the above-described base line shown on plan as station 72+69.70.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From OLIVE M. AND LESTER J. ALLEN. A parcel of land on the southerly side of the Three Rivers Road, so-called, between stations 0+14.20 and 6+87½ bounded as follows: Southerly by the southerly location line of the 1938 County Layout for about 677 feet; westerly by the dividing line between the towns of Wilbraham and Palmer for about 11 feet; northerly by the front property line, as partly defined by a stone wall and partly assumed, for about 677 feet; easterly by the westerly boundary of land of Henry J. Szczxgtiel for about 11 feet; containing about 6850 square feet.

Parcel No. 2. From OLIVE M. AND LESTER J. ALLEN. A parcel of land on the northerly side of the Three Rivers Road, so-called, between stations 0+23± and 6+98± bounded as follows: Northerly by the northerly location line of the 1928 County Layout for about 677 feet; easterly by the westerly boundary of land of Lawrence Rusek for about 12 feet; southerly by the front property line, as defined in part by a stone wall and wire fence, for about 678 feet; westerly by the dividing line between the towns of Wilbraham and Palmer for about 12 feet; containing about 7,420 square feet.

Parcel No. 3. From HENRY J. SZCZYGIEL. A parcel of land on the southerly side of the Three Rivers Road, so-called, between stations 6+85± and 8+44± bounded as follows: Southerly by the southerly location line of the 1928 County Layout for about 156 feet; westerly by the easterly boundary of land of Olive M. and Lester J. Allen for about 11 feet; northerly by the front property line, as defined by a stone wall, for about 158 feet; easterly by the westerly boundary of land of Lawrence Rusek for about 16 feet; containing about 2,050 square feet.

Parcel No. 4. From LAWRENCE RUSEK. A parcel of land on the northerly side of the Three Rivers Road, so-called, between stations 6+95± and 14+42± bounded as follows: Northerly by the northerly location line of the 1928 County Layout for about 750 feet; easterly by the westerly side of a road running northerly, for about 15 feet; southerly by the front property line, as defined by a stone wall and fence, for about 746 feet; westerly by the easterly boundary of land of Olive M. and Lester J. Allen for about 12 feet; containing about 6,370 square feet.

Parcel No. 5. From LAWRENCE RUSEK. A parcel of land on the southerly side of the Three Rivers Road, so-called, between stations 8+41± and 14+70± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 622 feet; westerly by the easterly boundary of land of Henry J. Szczyguel for about 16 feet; northerly by the front property line as defined by a stone wall for about 621 feet; easterly by the westerly boundary of land of Joseph Jack for about 2 feet, containing about 6200 square feet.

Parcel No. 6. From LAWRENCE RUSEK. A parcel of land on the northerly side of the Three Rivers Road, so-called, between stations 14+73± and 17+68± bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 295 feet; easterly by the westerly boundary of land of Albert Zuhusky for about 17 feet; southerly by the front property line, as defined by a stone wall for about 299 feet, containing about 5800 square feet.

Parcel No. 7. From JOSEPH JACEK. A parcel of land comprising in part a strip of land on the southerly side of the Three Rivers road and in part the entire width of location of the 1928 County layout all lying between stations 14+70± and 33+36± bounded as follows: Southerly

by the southerly location line of the 1928 County layout for about 1825 feet; westerly by the easterly boundary of land of Lawrence Rusek for about 2 feet; northerly by the northerly location line of the 1928 County layout and the front property line as defined by fences, stone walls and the southerly location line of the 1883 County layout for a total distance of about 1883 feet; easterly by the westerly boundary of land of Richard P. Niles for about 11 feet, containing about 49,000 square feet.

Parcel No. 8. From ALBERT ZUHUSKY. A parcel of land on the northerly side of the Three Rivers road, so-called, between stations 17+65± and 19+22± bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 159 feet; southerly by the front property line, as defined by a stone wall, for about 162 feet; westerly by the easterly boundary of land of Lawrence Rusek for about 17 feet, containing about 1450 square feet.

Parcel No. 9. From ALBERT ZUHUSKY. A parcel of land on the northerly side of the Three Rivers road, so-called, between stations 26+71± and 32+65± bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 597 feet; easterly by the westerly boundary of land of Joseph and Nellie Jaworek for about 5 feet; southerly by the front property line, as defined by the northerly location line of the 1883 County layout, for about 597 feet, containing about 2550 square feet.

Parcel No. 10. From JOSEPH AND NELLIE JAWOREK. A parcel of land on the northerly side of the Three Rivers road, so-called, between stations 32+65± and 50+01± bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 1684 feet; southerly by the front property line, as defined by the northerly location line of the 1883 County layout, for about 1726 feet; westerly by the easterly boundary of land of Albert Zuhusky for about 5 feet, containing about 22,250 square feet.

Parcel No. 11. From RICHARD P. NILES. A parcel of land on the southerly side of the Three Rivers road, so-called, between stations 33+30± and 37+50± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 415 feet; westerly by the easterly boundary of land of Joseph Jacek for about 11 feet; northerly by the front property line, as defined by the southerly location line of the 1883 County layout, for about 420 feet; containing about 2000 square feet.

Parcel No. 14. From the OTIS COMPANY. A parcel of land lying southerly from the Three Rivers road, comprising the entire width of location of the 1928 County layout between stations 49+70± and 51+78± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 198 feet; north-westerly by the south-easterly location line of the 1883 County layout for about 181 feet;

northerly by northerly location line of the 1928 County layout for about 41 feet; easterly by the westerly boundary of land of Anthony Sasor for about 67 feet, containing about 6900 square feet.

Parcel No. 15. From ANTHONY SASOR. A parcel of land lying southerly of the Three Rivers road, so-called, and comprising the entire width of location of the 1928 County layout between stations 51+68± and 58+04± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 628 feet; westerly by the easterly boundary of land of the Otis Company for about 67 feet; northerly by the northerly location line of the 1928 County layout for about 555 feet; northeasterly by the southwesterly location line of the 1883 County layout for about 77 feet; and easterly by the westerly boundary of land of Daniel J. Hartnett for about 44 feet; containing about 40,600 square feet.

Parcel No. 16. From DANIEL J. HARTNETT. A parcel of land on the southerly side of the Three Rivers road, so-called, between stations 57+98± and 65+35± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 728 feet; westerly by the easterly boundary of land of Anthony Sasor for about 44 feet; northerly by the front property line as defined by the southerly location line of the 1883 County layout for about 731 feet; easterly by the westerly boundary of land of George and Georgeonne LaPlant for about 9 feet, containing about 9100 square feet.

Parcel No. 17. From JOSEPH AND NELLIE JAWOREK. A parcel of land on the northerly side of the Three Rivers road, so-called, between stations 59+44± and 59+78± bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 36 feet; easterly by the westerly boundary of land of the Otis Company for about 3 feet; southerly by front property line, as defined by the northerly location line of the 1883 County layout for about 36 feet, containing about 50 square feet.

Parcel No. 18. From the OTIS COMPANY. A parcel of land on the northerly side of the Three Rivers road, so-called, between stations 59+78± and 72+69.70 bounded as follows: Northerly by the northerly location line of the 1928 County layout for about 1285 feet; easterly by the easterly end of the taking, as defined by the easterly end of the 1928 County layout for 4.55 feet; southerly by the front property line as defined by the northerly location line of the 1883 County layout for about 1287 feet; westerly by the easterly boundary of land of Joseph and Nellie Jaworek for about 3 feet, containing about 9500 square feet.

Parcel No. 19. From GEORGE AND GEORGEONNE LAPLANTE. A parcel of land on the southerly side of the Three Rivers road, so-called, between stations 65+35± and 70+55± bounded as follows: Southerly by the southerly location line of the 1928 County layout for about 524 feet; westerly by the easterly boundary of land of Daniel J. Hartnett for about 9 feet; northerly by the front property line, as defined by the southerly location line of the 1883 County layout, for about 524 feet; easterly by

the southerly location line of the 1928 County layout for 1.46 feet, containing about 4450 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Palmer, Hampden County, Laid Out By the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the fifteenth day of April next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:

Olive M. and Lester J. Allen	\$1.00
Daniel J. Hartnett	1.00
Joseph Jacek	100.00
Joseph and Nellie Jaworek	50.00
George and Georgeanna LaPlante	1.00
Richard P. Niles	1.00
The Otis Company	1.00
Lawrence Rusek	1.00
Anthony Sasor	100.00
Henry J. Szczygiel	1.00
Albert Zuhusky	1.00

The work is to consist of grading, surfacing with gravel and otherwise improving about 4,270 feet on said road which leads from Wilbraham to Palmer, and being locally known as the Red Bridge Road, the work to begin at the Wilbraham line, station 0, and extend in a southerly direction to station 42+70; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

In relocating said road, bound stones shall be erected by the Town of Palmer at such places as the Engineer for the Town of Palmer may determine.

George S. Cook)	County Commissioners of the County of Hampden.
John Hall)	
John G. Maxfield)	

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

December 19, A. D. 1928.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

James M. Healy, Ass't. Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, citizens of the Town of Brimfield, in said County, hereby certify and represent that common necessity and convenience require that a certain portion of the Wales Road in said Town be re-located and the bounds determined, according to a plan filed with this petition.

Wherefore, your petitioners pray that after due proceedings had in the premises, your Honorable Board will determine that common necessity and convenience require that said portion of said highway be re-located and the bounds determined and will make and enter such orders and decrees as may be proper in the premises.

Given under our hands this sixth day of Sept., 1928.

Cemetery (G. E. Hitchcock	Lydia B. Hitchcock
Commissioners. (C. A. Roper	Margaret E. Dunsmore
Mrs. Albert R. Brown	Frank S. Gifford

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 12th day of September, 1928, and due proceedings having been had thereon, on the 14th day of November, 1928, said Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS.

Hampden, ss.

County Commissioners' Meeting, November 14, 1928.

On the Petition of the Citizens of the Town of Brimfield praying for a highway to be relocated and bounds determined (portion of Wales Road) in Brimfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of October A. D. 1928, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following: Beginning at a point on the easterly line of the Wales Road in the Town of Brimfield as relocated by the County of Hampden in 1916, said point being N 4°35' E about nine and three tenths (9.3) feet from the stone bound at the southerly end of said 1916 relocation, thence running N 4°35' E along said easterly line of said 1916 relocation about eight hundred ten (810) feet; thence N 85°25' W about two (2) feet; thence S 4°35' W about eight hundred and ten (810) feet; thence S 85°25' E about two feet to the place of beginning, containing about one thousand six hundred and twenty (1620) square feet of land.

The above description is that portion of the said Wales Road in the Town of Brimfield as relocated by the County of Hampden in 1916, now occupied by the cemetery wall.

The above description is shown on a plan entitled: "Location of New Cemetery Wall on Wales Road, Brimfield, Mass., Scale - as noted, Date - Oct. 1928, Davis & Thompson, Civil Engineers, Palmer, Mass." on file in the Clerk of Courts' Office, Court House, Springfield, Mass.

October Meeting 1928

Citizens of Brimfield
Petrs. for relocation
of portion of Wales
Road and bounds deter-
mined, in the Town of
Brimfield.

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HIGHWAY

Beck #8

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George S. Cook)
 John Hall) County Commissioners.
 John G. Maxfield)

Hampden, ss.

County Commissioners' Meeting, November 14,
 A. D. 1928.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Charles M. Calhoun, Clerk.

Residents & Taxpayers
 of Town of Blandford,
 Petrs. for permanent
 reconstruction of
 about one hundred
 yards on Granville
 Road, or so-called
 Herrick Road in said
 Town of Blandford.

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TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY, MASSACHUSETTS.

Gentlemen:- We the undersigned taxpayers and residents in the Town of Blandford, hereby petition your honorable Board for the exercise of such jurisdiction as you may have toward the permanent reconstruction of a dangerous, and at certain seasons, almost impassable stretch of highway, of about one hundred yards, on the Granville Road, or so-called Herrick Road, in said town of Blandford, located about three hundred yards South from the northerly end of said road, and about midway of the frontage of the lot of John D. Smith on the West, and opposite the southerly end of the lot of Edward H. Goodrich on the East; said spot in said road being dangerous to all types of vehicular traffic, and a source of liability to both the town of Blandford, and to the county.

Respectfully

William O. Sheldon
 Duncan B. Aldrich
 John D. Smith
 C. Ellsworth Schultz
 Harry M. Seabury
 and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 3rd day of October, 1928, and due proceedings having been had thereon, on the 28th day of November, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting November 28, 1928.

On the petition of the Residents and Taxpayers of the Town of Blandford, for permanent reconstruction of about one hundred yards on Granville Road, or so-called Herrick Road in said Town of Blandford.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of November, A. D. 1928, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Granville Road, or so-called Herrick Road; this road be specifically repaired beginning at station 3 and go to station 8 inclusive, a distance of about six hundred and fifty feet (650') blasting ledge 230 cubic yards; stone fill base 150 cubic yards; gravel 103 cubic yards; one (1) culvert; 7" of gravel, depth; 10" of stone fill, depth; 150 feet to be filled about a foot between stations 4 and 6; road to be 14 feet wide with shoulder on each side 4 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford, a sum not to exceed NINE HUNDRED DOLLARS (\$900.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY,
SPRINGFIELD, MASS.

Respectfully represent the undersigned, Selectmen of Russell, in said County, that there is in said Russell, a steel bridge on the old state highway, recently discontinued as a a state highway - leaving it a part of a town and county road, which bridge is in bad need of repair, needing immediate attention.

Selectmen of Russell,
Petr. for repairs of
steel bridge on old
state highway, recently
discontinued as a
state highway, over
the Westfield River
in Russell Village in
Russell and for aid.

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The state Department of Public Works has approved of certain repairs and has allotted the Town of Russell six hundred dollars (\$600.) for making such repairs, providing the town and county each appropriate a like sum - work to done under G. L. Chapter 90, Section 34.

Wherefore, your petitioners respectfully pray your Honorable Board for an appropriation of County funds of six hundred dollars (\$600.) to be used with like sums appropriated by the State and Town for the purpose stated.

October 25th, 1928.

E. D. Parks) Selectmen
C. E. Wyman) of
L. W. Shattuck) Russell.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 31st day of October, 1928, and due proceedings having been had thereon, on the 12th day of December, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 12, 1928.

On the petition of the Selectmen of Russell, for repairs of the steel bridge on old state highway, recently discontinued as a state highway, over the Westfield River in Russell Village in Russell, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of December, A. D. 1928, view said highway and hear all parties interested and did adjudge that repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the steel bridge; this bridge shall be replanked with one layer of 4-inch yellow pine on the roadway and 2-inch yellow pine on the sidewalk. All lumber shall be long leaf merchantable yellow

pine and shall be given two brush coats of creosote wood preservative. The steel work shall be thoroughly cleaned and painted and the bridge seats and bearings shall be thoroughly cleaned. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Russell a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge, shall be paid by the Town of Russell.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

Citizens of Town of Chester, Petrs. for a steel bridge to replace Red Bridge so-called over West Branch of Westfield River which was washed away by flood, the approaches thereto, the location of said way or in the bridge at said crossing, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned citizens of the Town of Chester in said County, hereby certify and represent that common convenience and necessity require that the Red Bridge so-called over the West Branch of the Westfield River, two miles south of the Chester Post Office, which was washed away by the flood of November, 1927, be replaced by a steel bridge, the approaches thereto, the location of said way or in the bridge at said crossing.

WHEREFORE, your petitioners pray your Honorable Board to view the same and order a steel bridge built to replace the bridge washed away, and to prescribe the manner and limits within which it (bridge and approaches) shall be made, and that said County contribute a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the rebuilding of the same.

Dated this 16th day of November, 1928.

John E. Cooney
Thomas Rose
M. Weld Terrill
E. M. Nolan
F. M. Sturgeon
Thomas R. Greene

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 19th day of November, 1928, and due proceedings having been had thereon, on the 21st day of December, 1928, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 21, 1928.

On the petition of the Citizens of the Town of Chester for a steel bridge to replace Red Bridge so-called over West Branch of Westfield River which was washed away by flood, the approaches thereto, the location of said way or in the bridge at said crossing, and for aid.

October Meeting 1928

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of December, A. D. 1928 hear all parties interested and did adjudge that specific repairs should be made and the bridge replaced. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to build approaches and new abutments and erect a steel bridge to replace the wooden bridge washed away in the November 1927 flood, located over the west branch of the Westfield River on State highway, about two miles south of the Post Office on the Huntington Road.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester the sum of TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of the bridge and approaches.

All damages sustained by any person by reason of said repairs on the bridge and approaches, shall be paid by the Town of Chester.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

At a meeting of the County Commissioners holden at Springfield within and for the County of Hampden, on the first Tuesday of October, 1928, the following cases were dismissed without prejudice:

Cases Dismissed
without Prejudice

- No. 25 Department of Public Works, Petrs. for alteration in crossing (Boston and Albany Bridge No. 104.31) Westfield Street, West Springfield, Mass.
- No. 31 Highway Commission, Town of Monson, Petrs. for specific repairs on Quarry Road from the schoolhouse northerly which lies between Monson and Palmer, and for aid.
- No. 36 Selectmen of Chester, Petrs. for specific repairs on Round Hill road, leading from the State Road, about one mile south of Chester Post Office to Blandford line, and for aid.
- No. 37 Selectmen of Chester, Petrs. for specific repairs on Blandford Road, leading from Chester to Blandford, and for aid.
- No. 38 Selectmen of Town of Chester, Petrs. for specific repairs on Johnson Road, leading from Brookside Lodge to Chester Hill Road, and for aid.

October 2, 1928 Ordered, County Treasurer authorized and directed to pay to Town of Hampden \$2,121.16 on acct. of County's proportion of cost of work done on Wilbraham Road in Hampden.

Orders

Ordered, County Treasurer authorized and directed to pay to Town of Blandford \$1,192.32 on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, that Peter Godek be discharged from Hampden County Training School because father and step-mother have left the State of Massachusetts to live in Connecticut.

Discharged from
Training School

Ordered, County Treasurer authorized and directed to pay to County of Hampshire \$10,301.41 under Ch. 264 Acts 1903, being County of Hampden's share of expense of maintenance of Mt. Tom State Reservation Commission.

Order

Vote

October 3, 1928

Voted, John A. Denison, Register of Probate, authorized to purchase and have installed a #2 Metal Photostat Machine equipped with Bookholder and all other necessary equipment.

Released from
Training School

October 10, 1928

Released from Hampden County Training School on parole;
John Boduch
Joseph Szarek

Vote

October 31, 1928

Voted to increase salary of Edward G. Clark, Probation Officer of the District Court of Western Hampden.

Orders

Ordered, County Treasurer, authorized and directed to pay \$1,447.57 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, County Treasurer, authorized and directed to pay \$108.89 to Town of Holland on acct. of County's Proportion of cost of work done on Brimfield Road in Town of Holland.

Ordered, County Treasurer, authorized and directed to pay \$3,599.86 to Town of Ludlow on acct. of County's proportion of cost of work done on West St., Ludlow.

November 7, 1928

Ordered, that the sum of \$2,737.81 be paid from County Treasury to Town of East Longmeadow for work done on Prospect Street or Hall Hill Road.

November 14, 1928

Ordered, that the sum of \$3,500. be paid from County Treasury to Town of Wilbraham for work done on main highway between Wilbraham Center and Town of Hampden.

Ordered, that the sum of \$4,000. be paid from County Treasury to Town of Granville for work done on main road between Granville Center and West Granville.

Ordered, County Treasurer authorized and directed to pay sum of \$2,399.43 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road.

Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth on State Highway account, the sum of \$42,800.57.

Ordered, County Treasurer authorized and directed to pay sum of \$3,335.12 to Town of Ludlow on acct. of County's proportion of cost of work done on West St.

Arthur Talbot, released from Hampden County Training School, on parole.

Released from
Training School

Vote

Voted, to increase salary of Bertha T. Snow, Clerk in the Registry of Deeds.

Orders

November 21, 1928

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on South Longyard Road.

Ordered, County Treasurer authorized and directed to pay \$611.14 to Commonwealth of Mass., Dept. of Public Works which is balance due on acct. of construction of bridge over the B & A R R in West Springfield, Bridge 103.72, Westfield Road.

Resignation
of Chas. W. Bray

November 28, 1928

Resignation of Charles W. Bray, Associate Commissioner.

Voted, that the resignation of Charles W. Bray, Associate Commissioner, be accepted.

Orders

Ordered: County Treasurer, authorized and directed to pay \$850. to Town of Blandford on acct. of County's proportion of cost of work done on Granville Road or so-called Herrick Road in Town of Blandford.

Ordered, County Treasurer authorized and directed to pay sum of \$369.54 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Town of Blandford.

Ordered, County Treasurer, authorized and directed to pay \$1,000. to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Town of Brimfield.

Ordered, County Treasurer authorized and directed to pay \$717.68 to Town of Brimfield on acct of County's proportion of cost of work done on Warren Road in town of Brimfield.

November 28, 1928	<p>Ordered, that the sum of \$500. be paid from County Treasury to Town of Granville for work done on Lake Street.</p> <p>Ordered, that the sum of \$1,868.84 which is balance of County's proportion of cost of work done on highway between Hampden and Wilbraham, be paid from County Treasury to Town of Hampden.</p> <p>Ordered, County Treasurer authorized and directed to pay \$1,262.22 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Town of Holland.</p> <p>Ordered, County Treasurer authorized and directed to pay \$2,900. to Town of Russell on acct of County's proportion of cost of work done on Blandford Road in Town of Russell.</p>	<p>October Meeting 1928</p> <p>Orders</p>
December 5, 1928	<p>Voted, to increase salary of Mae Lennon, Clerk in Springfield District Court.</p> <p>Order to arrest Andrew Jurkowski of Easthampton, Mass., holder of permit to be at liberty.</p> <p>Renumbering of Blake Street (Carver St. easterly) order by Board of Aldermen, City of Springfield.</p> <p>Renumbering of Alsace Street - Woodlawn Street to Sylvan Street, order by Board of Aldermen, City of Springfield.</p>	<p>Vote</p> <p>Order to arrest</p> <p>Renumbering of Streets</p>
<p>The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that a copy of the record of votes returned by the City of Westfield is incomplete or erroneous.</p>		
December 6, 1928	<p>Acting under the General Laws, Chapter 54 Section 123, the County Commissioners ordered a new copy of the record of votes for Register of Deeds to be made and transmitted to them, by the City Clerk of the City of Westfield.</p>	<p>Record of votes for Register of Deeds</p>
December 12, 1928	<p>The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, (a new and correct copy of the record of voted having been transmitted by the City Clerk of the City of Westfield in accordance with G. L. Chap. 54 Section 123,) it appears that Patrick J. Courtney of Springfield, has fifty-one thousand six hundred and twenty votes and James D. Norton of Springfield, has fifty thousand nine hundred and two votes. The said Patrick J. Courtney of Springfield, having the highest number of votes is declared to be elected.</p> <p>Order to arrest Walter Dybikowski of Springfield, holder of permit to be at liberty.</p> <p>Ordered, County Treasurer, authorized and directed to pay sum of \$2,053.57 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$584.59 to Town of Brimfield on acct of County's proportion of cost of work done on Warren Road.</p> <p>Ordered, that the sum of \$1,500. be paid from County Treasury to Town of Chester for work done on Middlefield Road.</p> <p>Ordered, County Treasurer, authorized and directed to pay sum of \$1,498.50 to Town of Chester on acct of County's proportion of cost of work done on Chester Hill Road.</p> <p>Ordered, County Treasurer, authorized and directed to pay sum of \$500. to Town of Chester on acct of County's proportion of cost of work done on East River Road.</p>	<p>Order to arrest</p> <p>Orders</p>
December 19, 1928	<p>Voted, to increase salaries of Clifford M. Granger and Grace Granger, Supt. and Matron of the Hampden County Training School.</p>	<p>Vote</p>

Patrick J. Courtney,
elected Register of
Deeds, sworn.

Dec. 19, 1928

Patrick J. Courtney, elected Register of Deeds, appeared before the Board and was duly sworn. His bond was fixed at four thousand dollars, and was filed and approved, the surety being the Massachusetts Bonding and Insurance Company of Boston.

Orders

Ordered, that the sum of \$50. which is balance of County's proportion of cost of work done on Granville Road or so-called Herrick Road, be paid from County Treasury to Town of Blandford.

Ordered, that the sum of \$4,000. be paid from County Treasury to City of Westfield for work done on Montgomery Road.

Ordered, that the sum of \$1500. be paid from County Treasury to Town of Wilbraham for work done on main highway running from Wilbraham Center to City of Springfield.

Ordered, that the sum of \$100. which is balance of County's proportion of cost of work done on Russell-Blandford Stage Road be paid from County Treasury to Town of Russell.

Ordered, that the sum of \$409.27 be paid from County Treasury to Town of Russell for work done on steel bridge.

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Montgomery for work done on Main Road leading from Westfield to Huntington.

Ordered, that the sum of \$1500. which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$4,250. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, County Treasurer, authorized and directed to pay sum of \$1,066.60 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Stage Road.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Tolland for work done on West Granville Road leading to Tolland Center.

Ordered, that the sum of \$4,899.44 which is balance of County's proportion of cost of work done on Longmeadow Street, be paid from County Treasury to Town of Longmeadow.

Ordered, County Treasurer, authorized and directed to pay sum of \$2,010.18 to Town of Longmeadow on acct. of County's proportion of cost of work done on Longmeadow Street,

Vote

December 21, 1928

Voted, to establish schedule of salaries at the Jail and House of Correction to take effect December 1, 1928.

Orders

Ordered, that the sum of \$969.49 be paid from County Treasury to Town of Chester for work done on Maple Street Bridge in Chester.

Ordered, that the sum of \$628.89 which is balance of County's proportion of cost of work done on Brimfield Road or Town Road so-called be paid from County Treasury to Town of Holland.

Claim for damages
done by deer.

DEER DAMAGE CASES FOR MONTH OF OCTOBER 1928.

1928			Amount	Fees & Travel
October 26	E. B. Rich	Chester	\$15.00	\$3.00
October 31	Marshman & Gowdy	Pochassic Rd. Westfield & 48 Court St. Westfield	77.25	5.40

Claim for damages
done by dogs

Sundry Accounts

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

To the Honorable Board of County Commissioners for the
County of Hampden:

The undersigned herewith submits plans and specifications for
the construction of a dam on land belonging to the undersigned across
Willimansett Brook in Chicopee at Roberts Pond so-called, and prays
your Honorable Board to approve the same.

Holyoke, Mass., September 8th, 1922.

HOLYOKE ICE COMPANY

By William T. Wilson
Treasurer.

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield within and for said County, on the 8th
day of September, 1922, and on the 13th day of April, 1923 the case
was referred to James L. Tighe, Engineer. On the 18th day of April,
an interlocutory decree was filed which was in the words as follows:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. Holyoke, Mass., September 9, 1922.

To the Honorable Board of County Commissioners for the County of
Hampden.

The undersigned herewith submits plans and specifications for the
construction of a dam on land belonging to the undersigned across
Willimansett Brook in Chicopee at Roberts Pond so-called, and prays
your Honorable Board to approve the same.

Holyoke Ice Company

By William T. Wilson, Treasurer.

The foregoing petition was entered on the eighth day of September in the
year of our Lord, One Thousand Nine Hundred and Twenty-Two when the
said petitioner filed its said plans and specifications of its proposed
work which were referred to James L. Tighe, Engineer, who has made a
report in writing on file with this case suggesting certain changes in
said plans and specifications. Supplementary plans and specifications
were filed on April 5, 1923 which were referred to James L. Tighe,
Engineer, who has made a report in writing on file with this case on
said supplementary plans and specifications which changes having been
made, now said Commissioners do hereby approve said plans and specifica-
tions as amended.

W. H. Ensign)County Commissioners
George S. Cook) of the
Daniel O'Neil)County of Hampden.

On the 31st day of December, 1928, a final decree was filed in said
case which was in the words as follows:

Petition in this case was entered on the eighth day of September
in the year of our Lord One Thousand Nine Hundred and Twenty-two when
the said petitioner filed certain plans and specifications of its
proposed work. Amended plans and specifications of its proposed work

December Meeting 1928

Holyoke Ice Co.,
Petr. for approval
of plans & specifica-
tions of dam across
Willimansett Brook
in Chicopee at
Roberts Pond, so-
called.

13

~~Plans in drawer of
case for plans.~~

HIGHWAY

Book # 15

Page # 15-22 & 23

34-40

were filed with this Board on April 5, 1923 which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on April 13, 1923 on file with this case. On recommendation of the Engineer, said amended plans and specifications were duly approved on April 18, 1923.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the construction and to make a final report on the construction of the dam. The Engineer has made a report in writing on file with this case and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be recorded.

George S. Cook) County
John Hall) Commissioners
John G. Maxfield) of the County
of Hampden.

Board of Water
Commissioners,
Chicopee, Petrs. for
approval of plans &
specifications for
the construction of
a dam on land belong-
ing to the City of
Chicopee, across
Cooley Brook, in
Chicopee, at a point
1100 ft. above the
present dam.

18

~~Plans in drawer in
Plan Case Aug. 6,
1926. Supplementary
plans in drawer in
Plan Case.~~

HIGHWAY
BOOK # 16

PAGES 28-48 & 49-70

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN:

The undersigned herewith submits plans and specifications for the construction of a dam on land belonging to the City of Chicopee, Water Department, across Cooley Brook, in City of Chicopee, at a point 1100 ft. above the present dam, and prays your Honorable Board to approve the same.

Chicopee, Mass. July 22, 1926

Board of Water Commissioners
Jas. J. Jennings, Chairman.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the 6th day of August, 1926, and on the eighth day of September, an interlocutory decree was filed in the case which was in the words as follows:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting September 8, 1926.

In the matter of the petition of the Board of Water Commissioners, a copy of which is set out above, for the approval of certain plans and specifications of a dam to be built by the Board of Water Commissioners of the City of Chicopee, in said County, filed August 6, 1926, said plans and specifications of the proposed work having been referred to Tighe and Bond, Engineers, selected by the Board, and the said Engineers having reported in writing, as the same is on file in this case, that certain changes should be made in said plans and specifications, and it appearing that supplementary plans and specifications incorporating said changes were filed with this Board on September 8, 1926, and that said plans and specifications were changed in accordance with the direction of said Engineers, said Commissioners do hereby approve said plans and specifications as the same have been amended.

George S. Cook) County Commissioners
John Hall) of the
Chas. W. Bray) County of Hampden.

On the thirty-first day of December, 1928, a final decree was filed in said case, which was in the words as follows:

Petition in this case was entered on the sixth day of August in the year of our Lord One Thousand Nine Hundred and Twenty-Six, when the said petitioner filed certain plans and specifications of its proposed work. Supplementary plans and specifications of its proposed work were filed with this Board on September 8, 1926 which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on September 8, 1926 on file with this case. On recommendation of the Engineer, said supplementary plans and specifications were duly approved on September 8, 1926.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the construction and to make a final report on the construction of the dam. The engineer has made a report in writing on file with this case and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be recorded.

George S. Cook) County Commissioners
John Hall) of the
John G. Maxfield) County of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, SS.

To the Honorable Board of County Commissioners for the County of Hampden:-

Respectfully represents the New York Central Railroad Company, a corporation duly established by law, Lessee of the Boston & Albany Railroad, that the Westfield River Paper Company has a dam and reservoir on the Westfield River in the Town of Russell, County of Hampden; that your Petitioner believes said dam and reservoir to be unsafe and has property likely to be damaged by said dam and reservoir.

WHEREFORE, your Petitioner requests your Honorable Board to make a thorough examination of said dam and reservoir, and make such orders therein as are required for safety and the public good, in accordance with Chapter 253 of the General Laws, and Acts in amendment thereof and in addition thereto.

THE NEW YORK CENTRAL RAILROAD COMPANY,

By George H. Fernald, Jr.
Counsel.

The foregoing petition was entered on the 14th day of December, 1927, and due proceedings having been had thereon, on the 31st day of December 1928, the County Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 31, 1928.

In the matter of the petition of the New York Central Railroad Co. lessee of the Boston & Albany Railroad wherein the petitioners request the County Commissioners to make a thorough examination of the dam across the Westfield River at Russell known as the Westfield River Paper

New York Central R.R.
Co., Lessee of the
Boston & Albany R.R.
Petr. for examination
of dam & reservoir of
the Westfield River
Paper Co., on West-
field River in Russell

Company's dam, and make such orders therein as is required for safety and public good in accordance with Chapter 253 of the General Laws. The County Commissioners after due notice to all parties in interest on January 25, 1928 inspected the said dam and hear persons desiring to be heard relative to the safety of the same and on adjournment further heard the parties, petitioners and remonstrance at Springfield on the 21st day of December 1928. The Commissioners caused said dam to be examined by its Engineer, Mr. James L. Tighe of Holyoke, whose report is on file in this case.

Now therefore, after due consideration, the Commissioners determine that no order in the interest of the safety and public good, is required.

George S. Cook) County
John Hall) Commissioners
John G. Maxfield) of the County
of Hampden.

Orders

December 26, 1928 Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Chester for work done on steel bridge to replace Red Bridge and approaches.

Ordered, County Treasurer authorized and directed to pay to the Treasurer of Commonwealth of Mass. on State Highway Account the sum of \$14,070.38.

Ordered, County Treasurer authorized and directed to pay to St. Thomas Parish, Mittineague for Catholic Instruction at the Training School, \$600.

Resolutions passed upon the death of Sheriff Embury P. Clark.

December 31, 1928 Ordered, County Treasurer, authorized and directed to pay the sum of \$217.83 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Town of Blandford.

Bonds of Harriet L. Jordan, Assistant Register of Deeds and Flora M. Harrington, Second Assistant Register of Deeds, approved, the surety being the Continental Casualty Company of Chicago, Illinois, for both.

William H. Ensign appointed Associate Commissioner, in place of Charles W. Bray, resigned.

Appointment of
Associate Commissioner.

Vote

January 2, 1929 Voted to appoint Henry W. Ely of Westfield, as attorney for the Hampden County Commissioners for the year 1929.

Copy of appointment of Harriet L. Jordan as Assistant Register of Deeds, County of Hampden, made by Patrick J. Courtney, Register.

Harriet L. Jordan qualified as Assistant Register of Deeds, County of Hampden.

Copy of appointment of Flora M. Harrington as Second Assistant Register of Deeds, County of Hampden, made by Patrick J. Courtney, Register.

Flora M. Harrington qualified as Second Assistant Register of Deeds, County of Hampden.

January 3, 1929 John G. Maxfield, Esquire, of Longmeadow, chosen by ballot, Chairman, for ensuing year.

Order

January 7, 1929 Ordered, County Treasurer authorized and directed to pay sum of \$10, 967.26 received as rentals from Spfld. St. Railway Co. and New England Tel. & Tel. Co. under contracts with County of Hampden with reference to use of Hampden County Memorial Bridge, to certain cities, towns and county.

		December Meeting 1928																																										
January 7, 1929	Order to transfer from Reserve Fund to Criminal Costs in Superior Court the sum of Four Thousand Fifty-two Dollars and Fifty-five cents (\$4,052.55).	<u>Order to transfer</u>																																										
January 16, 1929	Order to arrest Michael Boniewicz of Springfield, holder of permit to be at liberty.	<u>Order to arrest</u>																																										
January 18, 1929	County Estimate filed.	<u>County Estimate</u>																																										
January 23, 1929	Order to arrest Hormisdas Fountain of Holyoke, holder of permit to be at liberty.	<u>Order to arrest</u>																																										
	Voted, to appoint Mr. Charles W. Bray of Chicopee, Mass. a member of Board of Trustees for County Aid to Agriculture to fill vacancy caused by Mr. George S. Cook's term of office as County Commissioner which expired Jan. 1, 1929.	<u>Vote</u>																																										
	Apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County																																											
	<table><tr><td>Agawam</td><td>\$1,154.17</td></tr><tr><td>Blandford</td><td>136.31</td></tr><tr><td>Brimfield</td><td>181.75</td></tr><tr><td>Chester</td><td>218.11</td></tr><tr><td>East Longmeadow</td><td>472.57</td></tr><tr><td>Granville</td><td>99.96</td></tr><tr><td>Hampden</td><td>90.87</td></tr><tr><td>Holland</td><td>27.26</td></tr><tr><td>Longmeadow</td><td>1,026.94</td></tr><tr><td>Ludlow</td><td>1,363.20</td></tr><tr><td>Monson</td><td>527.10</td></tr><tr><td>Montgomery</td><td>36.35</td></tr><tr><td>Palmer</td><td>1,654.02</td></tr><tr><td>Russell</td><td>572.54</td></tr><tr><td>Southwick</td><td>245.37</td></tr><tr><td>Tolland</td><td>45.43</td></tr><tr><td>Wales</td><td>63.61</td></tr><tr><td>West Springfield</td><td>3,553.45</td></tr><tr><td>Westfield</td><td>2,971.81</td></tr><tr><td>Wilbraham</td><td>454.39</td></tr><tr><td></td><td><u>\$14,895.21</u></td></tr></table>	Agawam	\$1,154.17	Blandford	136.31	Brimfield	181.75	Chester	218.11	East Longmeadow	472.57	Granville	99.96	Hampden	90.87	Holland	27.26	Longmeadow	1,026.94	Ludlow	1,363.20	Monson	527.10	Montgomery	36.35	Palmer	1,654.02	Russell	572.54	Southwick	245.37	Tolland	45.43	Wales	63.61	West Springfield	3,553.45	Westfield	2,971.81	Wilbraham	454.39		<u>\$14,895.21</u>	
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January 30, 1929	Ordered, that the order to arrest Hormisdas Fountain of Holyoke, holder of permit to be at liberty issued August 4, 1928, is hereby revoked.	<u>Order to be at liberty revoked.</u>																																										
	Ordered, County Treasurer authorized and directed to pay \$1,425.00 to Nicholas and Lucy Tricinella in full for all damages by reason of County Commissioners' order of Sept. 19, 1925 wherein certain changes were made in Bridge Street, West Springfield.	<u>Order</u>																																										
	Voted, the election of Wilson B. Chandler as Treasurer and Horace N. Clark as Assistant Treasurer for County Aid to Agriculture for year beginning April 1, 1928, approved.	<u>Vote</u>																																										
February 6, 1929	Voted, that the rent of the Chicopee District Court be established at \$75. per month during occupancy of their temporary quarters in Starzyk Building.																																											
February 20, 1929	Voted, to increase salary of Michael C. Keefe, Dog Officer for the County of Hampden.																																											
	Annual Report. All votes and decisions of the County Commissioners during the calendar year 1928 were not unanimous.	<u>Annual Report</u>																																										
February 27, 1929	Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws, Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.	<u>Order</u>																																										
March 6, 1929	Ordered, that the sum of \$2,375.17 which is balance of County's proportion of cost of work done on West Street in Ludlow be paid from County Treasury to Town of Ludlow. Pet. No. 41 - 1928.																																											
	Voted, to rescind vote of Feb. 6, 1929 establishing rent of Chicopee District Court at \$75.00 per month during occupancy of their temporary quarters in Starzyk Building.	<u>Vote rescinded.</u>																																										

Vote

March 6, 1929 Voted, that the rent of the Chicopee District Court be established at \$90. per month during occupancy of temporary quarters in Starzyk Building.

Voted, the election of Mr. John D. Shuart of Springfield as Assistant Treasurer for County Aid to Agriculture to fill vacancy caused by resignation of Mr. Horace N. Clark. approved.

Order

March 9, 1929 Order to permit Oliver Snow to be temporarily at liberty as a prisoner under Chapter 127, Section 128 of the General Laws.

Vote

March 25, 1929 Voted to award County of Hampden Notes #326 to 337 incl. for TWO HUNDRED THOUSAND DOLLARS to Third National Bank and Trust Company of Springfield at 5.40% discount.

Order to arrest

March 15, 1929 Order to arrest William J. Joyce of Holyoke, holder of permit to be at liberty.

Vote

March 27, 1929 Voted to award contract for minor alterations and sheet metal work at Hall of Records to R. A. Ruppert Co., of Holyoke for \$1,577.00.

Order

Ordered, that the sum of \$274.83 which is balance of County's proportion of cost of work done on Blandford-Otis Road in Blandford be paid from County Treasury to said Town of Blandford.

Claim for damages
done by dogs.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the ninth day of said month and from time to time to the twentieth day of June, in the year of our Lord one thousand nine hundred and twenty-nine.

Present:

John G. Maxfield, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

To the County Commissioners of the County of Hampden:

The Board of Aldermen of the City of Springfield representing that public necessity and convenience require that a public way in the said city be laid out across the Athol Branch of the Boston & Albany Railroad Company at Hendeeville Avenue to land of Rolls-Royce of America, Inc. with a width of forty feet, and that public necessity requires that such new public way cross at a level with the railroad, hereby petition your Honorable Body, after notice to all persons interested of a hearing as required by law, the Department of Public Utilities consenting in writing, to authorize the city of Springfield to lay out such way according to law.

Board of Aldermen,
City of Springfield
Petr. for County
to authorize City of
Spfld. to lay out a
public way across
Athol Branch of B &
A R R Co. at Hendee-
ville Ave., to land
of Rolls-Royce of Am.
Inc. to cross at level
with Railroad.

Henry A. Booth
Arthur W. Brown
Carl L. Stebbins
Henry Martens
Vernon D. Odette
J. Frank Tucker
Edward J. Ruxton
Victor N. Bengle

Board of Aldermen of the City of Springfield

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield within and for said County, on the twenty-sixth day of November, 1928, and due proceedings having been had thereon, on the 15th day of May, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

May 15, 1929

Board of Aldermen, City of Springfield, Petr.
for County to authorize City of Springfield to
lay out a public way across the Athol Branch of
the Boston & Albany Railroad Company at Hendee-
ville Avenue, to land of the Rolls-Royce of
America, Inc. to cross at level with railroad.

FINAL DECREE

In the matter of the above petition, it appearing that the Department of Public Utilities has consented in writing to the crossing of Hendeeville Avenue in the City of Springfield with the

Athol Branch of the Boston & Albany Railroad at a level therewith, said consent being on file in this case, it is hereby ORDERED, ADJUDGED AND DECREED that the City of Springfield be authorized to lay out Hendeeville Avenue as a public way across the Athol Branch of the Boston & Albany Railroad to land of Rolls-Royce of America, Inc., to cross at level with the railroad.

And it is further ORDERED, ADJUDGED AND DECREED that the City of Springfield lay out, accept and open for use an extension of said Avenue from the southerly line of the location of said railroad on the land of the said Rolls-Royce of America, Inc., 40 feet in width and 20 feet in length.

John G. Maxfield)
Charles W. Bray)County
Edward J. Stapleton)Commissioners
)of the County
)of Hampden.

Votes

April 9, 1929

Voted to re-appoint Mrs. J.P. Kirby of Chicopee a member of the Board of Trustees for County Aid to Agriculture.

Voted to re-appoint Mr. Charles W. Bray of Chicopee a member of the Board of Trustees for County Aid to Agriculture.

Voted to re-appoint Mr. Fred D. Rogers of Monson a member of the Board of Trustees for County Aid to Agriculture.

Order

April 17, 1929

Order: County Treasurer authorized and directed to pay to Barney Shapiro the sum of \$250. in return for forfeited bail.

Vote

April 24, 1929

Voted, the election of Wilson B. Chandler as Treasurer and John D. Shuart as Assistant Treasurer for County Aid to Agriculture approved according to Ch.128 Sec.40 of the General Laws.

Report

April 17, 1929

Report on inspection of Jail and House of Correction by County Commissioners in accordance with G. L. Chapter 126 Section 1.

Vote

April 26, 1929

Voted, to accept the provisions of Chapter 241 of the Acts of 1929 authorizing County of Hampden to provide adequate Court House accommodations for the District Court of Springfield.

Votes

May 1, 1929

Voted, to increase salaries of certain clerks in Clerk of Courts' Office.

Voted, to increase salary of Ruth I. Gray, Clerk in County Treasurer's office.

Voted, to increase salary of Charles A. Tabor, Probation Officer of the District Court of Eastern Hampden.

Order to arrest

May 8, 1929

Order to arrest Walter J. Fountain of Springfield, holder of permit to be at liberty.

Votes

May 8, 1929

Voted to increase salaries of certain clerks in Clerk of Courts' office.

Voted to increase salaries of certain employees in the Court House and Hall of Records.

Voted to increase salary of Jeanette Rainault, Clerk in District Court of Holyoke.

May 15, 1929	Ordered, County Treasurer authorized and directed to pay sum of \$1,705.94 to Town of Palmer on acct of County's proportion of cost of work done on Red Bridge Road in Palmer. Case No. 55 - 1928.	April Meeting 1929
	Order to arrest holder of parole, Leroy Lampro.	Order
May 22, 1929	Ordered, that the order to arrest Walter J. Fountain of Springfield, is hereby revoked.	Order to arrest holder of parole.
May 29, 1929	Ordered, County Treasurer authorized and directed to pay to Treasurer, Trustees County Aid to Agriculture, \$36,000. in four payments of \$9,000. each, being the County's appropriation for 1929.	Order to arrest revoked.
	Ordered, County Treasurer authorized and directed to pay \$1,394.08 to Town of Palmer on acct of County's proportion of cost of work done on Red Bridge Road in Town of Palmer. Case No. 55 - 1928.	Orders
June 5, 1929	Voted, that the bills and claim of Steamship Fuel Corporation to the amount of \$1,882.71 be paid.	Vote
June 12, 1929	Apportionment of County Tax for the year 1929.	Apportionment of County Tax for year 1929.
	Agawam 14,059.89	
	Blandford 1,660.61	
	Brimfield 2,214.15	
	Chester 2,656.98	
	Chicopee 88,123.42	
	East Longmeadow 5,758.80	
	Granville 1,217.78	
	Hampden 1,107.07	
	Holland 332.12	
	Holyoke 178,460.99	
	Longmeadow 14,945.55	
	Ludlow 16,274.04	
	Monson 6,421.05	
	Montgomery 442.83	
	Palmer 19,373.86	
	Russell 6,974.59	
	Southwick 2,989.11	
	Springfield 462,758.70	
	Tolland 553.53	
	Wales 774.95	
	West Springfield 45,058.07	
	Westfield 37,308.52	
	Wilbraham 5,535.39	
	<u>\$915,000.00</u>	

Hampden, ss:

June 20, 1929

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

June Meeting 1929

The Commonwealth of Massachusetts
Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-fifth day of said month and from time to time to the twenty-sixth day of September, in the year of our Lord One Thousand Nine Hundred and Twenty-Nine.

Present,

John G. Maxfield, Esquire, Chairman
Charles W. Bray, Esquire
Edward J. Stapleton, Esquire
County Commissioners

CITY OF CHICOPEE.

IN BOARD OF ALDERMAN

February 8th 1928

APPLICATION TO THE COUNTY COMMISSIONERS FOR REBUILDING
OF HIGHWAY BRIDGE (GRATTAN STREET BRIDGE, SO-CALLED)
IN THE CITY OF CHICOPEE, MASSACHUSETTS

TO THE HONORABLE THE COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN IN THE COMMONWEALTH OF
MASSACHUSETTS

Respectfully represents the Board of Aldermen of the City of Chicopee, in said County and Commonwealth, in accordance with a vote duly passed on the sixth day of February 1928, that it deems it necessary for the security and convenience of the Public that the so-called Grattan Street Bridge, in said Chicopee be replaced with a concrete bridge of suitable width to accomodate the heavy traffic, for which the present bridge is inadequate. This bridge is known as old No. 8 or present No. 6.05 of the Boston & Maine Railroad, carrying Grattan Street over the tracks of said Railroad, about Eight Hundred and Fifty (850) Feet Easterly of Meadow Street, the approaches thereto, the location of the Highway, the location of the tracks of the Holyoke Street Railway Company and in the bridge, at the crossing.

The rebuilding of said bridge does not involve the abolition of a crossing.

Wherefore, the said Board of Aldermen, in accordance with the provisions of Section 59 of Chapter 159 of the General Laws of said Commonwealth, as amended by Section 1 of Chapter 351 of the Acts of 1923, hereby respectfully apply to your Honorable Board, after Public Notice and hearing as provided by law, to consider and decide upon the necessity for such rebuilding, and, if you decide that the same is necessary, to prescribe the manner and limits within which it shall be made, to certify your decision to the parties interested and to the

Board of Aldermen,
City of Chicopee,
Petr. for rebuilding
of highway bridge on
Grattan Street, known
as B & M R R Bridge,
old No. 8 or present
No. 6.05, etc.

21

Plan in drawer of
plan case.
Plan in Book 8
Page 70

See Book # 18
Page # 30-31
See Superior Court
Case No. 32737

Department of Public Utilities of said Commonwealth and to take such other action in the premises as to law and justice may appertain.

Henry Cloutier Mayor

Joseph Lafleur
Oneil Dero
Albert Henrye
L.P. Beauregard
M.J. Corcoran
John J. Danahey
Chas. A. Davis

Walter M. Grocki
Leo G. Moriarty
Lawrence Beauchamp
Joseph Preston
E. F. Dowd
Frank Willett
Kazciniecz T. Marczak
J. J. Chmura
Patrick J. Hassett
Henry Godek

Board of Aldermen City of Chicopee

Seal

Charles P. LaRiviere
City Clerk

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield within and for said County, on the 7th day of February, 1928, and due proceedings having been had thereon, on the 6th day of September, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 6, 1929

In the matter of the petition of the Board of Aldermen of the City of Chicopee for the rebuilding of the highway bridge known as old No. 8 or present No. 6.05 of the Boston & Maine Railroad, carrying Grattan Street over the tracks of said Railroad, about eight hundred and fifty (850) feet easterly of Meadow Street, the approaches thereto, the location of the highway, the location of the tracks of the Holyoke Street Railway Company and in the bridge at the crossing, the rebuilding of said bridge not involving the abolition of a crossing; it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of April, 1928, view said premises described in said petition and hear all parties interested, and at the time of said view, no person interested having objected, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that the highway bridge on Grattan Street be rebuilt as set forth in said petition.

Therefore, it is ORDERED, ADJUDGED AND DECREED that such rebuilding shall be made in the following manner and within the following limits, namely:-

The thru plate girder bridge now carrying the highway known as Grattan Street, over the tracks of the Boston and Maine Railroad, about one mile south of Willimansett Station, shall be rebuilt as a five span concrete encased

The bridge shall carry a clear roadway twenty-nine feet, five and one-half inches (29'-5 1/2") wide and a sidewalk five feet, three inches (5'-3") wide; the bridge to be approximately one hundred sixteen feet (116') in length.

The alignment and profile of the bridge shall be such as to conform with the alignment and profile of the present roadway approaches on each side of the bridge, and shall be substantially as indicated on plan entitled-

From Office of Chief Engineer

John G. Maxfield)
: County
Charles W. Bray) Commissioners
: of the County
Edward J. Stapleton) of Hampden.

Ordered, County Treasurer authorized and directed to pay \$389.75 to Town of Palmer on acct of County's proportion of cost of work done on Red Bridge Road. Case No. 55-1928.

Orders	July 10, 1929	Ordered, County Treasurer authorized and directed to pay \$1200.00 to Town of Russell on account of County's proportion of cost of work done on Blandford Road in Town of Russell.
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July 17, 1929 Ordered, County Treasurer authorized and directed to pay sum of \$1,997.50 to Town of Palmer on acct of County's proportion of cost of work done on Three Rivers Road in Town of Palmer.

July 17, 1929	Voted, sealed bids to furnish County a Buick Model-50 1929 seven passenger Sedan, opened by Commissioners on July 3, 1929. rejected.	June Meeting 1929
		Votes
	Voted, to award contract for furnishing the Jail and House of Correction and Training School with anthracite coal to the Steamship Fuel Corporation.	
	Voted, to award contract for furnishing the Jail and House of Correction with bituminous coal to Punderson Coal Company.	
	Voted, to accept provisions of Chapter 184 Acts 1929 relative to additional accommodations at Hampshire County Sanatorium at Leeds.	
	Ordered, County Treasurer authorized and directed to borrow \$250,000. under Chapter 241 Acts 1929, Springfield District Court House Loan.	Order
July 24, 1929	Voted, to award County of Hampden Bonds, Springfield District Court House Loan Act of 1929 for \$250,000. to UNION TRUST COMPANY of Springfield, at 102.119.	Vote
	Ordered, County Treasurer authorized and directed to pay sum of \$2,153.95 to Town of Blandford on acct of County's proportion of cost of work done on Otis Road.	Order
July 23, 1929	Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.	Report on Cobble Mountain Dam, also Westfield Dam in Granville.

July 23rd, 1929.

The Hon. the Board of County Commissioners

Hampden County, Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

On my last visit to the Cobble Mountain dam on July 19th inst., the progress of the work was as follows:

The rock ledge excavation for the spillway or overflow is nearly one-third completed. In the rock-fill toes of the dam about 35,000 cubic yards are deposited in place on the upstream side and 55,000 on the downstream, or a total of 90,000 cubic yards. This amount does not include the diversion dam so called finished last year and which will be a part of the rock-fill upstream toe when the larger dam is completed.

None of the core material has been sluiced into place as yet, as the foundation therefor is not completed. In regard to this, about 4,000 cubic yards of rock excavation have been removed from the bed of the stream and the excavation for the cut off walls has been extended, so far, into the ledge to a depth of about 15 feet.

The sluicing of the core material into place is not likely to start before the beginning of September next if then, as there is considerable work still to be done on the foundation of the cut off walls.

It appears the tunnel is progressing with reasonable despatch as over half of it is excavated.

On the same day I visited the Cobble Mountain dam I visited also the earthen dam in course of construction in the Town of Granville for the City of Westfield.

In regard to this dam, which was started in 1928, it is considerably advanced as the cut off concrete wall, spillway and spillway channel, have been completed as well as other structures appurtenant, namely: the outlet conduit and discharge pipe, lower and upper gate house and bridge across spillway.

The cut off wall in this dam extends to an average depth of 20 feet below and 10 feet above the floor of the valley. Its foundation across the valley is laid on bed rock which was grouted so as to seal any seams therein.

Some seepage from the natural bank which the north end of the dam abuts, was met with a couple of weeks ago at about elevation 514, or 24 feet below the flow line or crest of the spillway. This seepage is being collected and controlled by a drain pipe brought out to the face of the dam.

It is expected that the dam will be completed by the first of November next. When finished it will be 850 feet in length along its top and 90 feet in height above the streambed.

The enclosed rough sketch shows the present height of the embankment and the height yet to be built.

Respectfully Submitted,

James L. Tighe

Orders

July 27, 1929 Ordered, County Treasurer authorized and directed to pay \$150,000. to City of Springfield for Pynchon School property in accordance with provisions of Ch 241 of Acts of 1929.

Ordered, that the sum of \$512.30 which is balance of County's proportion of cost of work done on Warren Road in Brimfield be paid from County Treasury to Town of Brimfield. Petition No. 52-1928.

Renumbering of Chapin Terrace

July 31, 1929 Renumbering of Chapin Terrace formerly Van Horn Avenue as ordered by Board of Aldermen and approved by Mayor on July 25, 1929.

Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville

August 3, 1929 Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

August 3rd, 1929.

The Hon. The Board of County Commissioners,

Hampden County, Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

An inspection made on yesterday, August 2nd, of the work being done on the Cobble Mountain dam, has shown that the foundations for the cutoff walls across the bed of the stream have been almost

completed as the excavation has reached solid bed-rock.

June Meeting 1929

The depth of this excavation, below what was the natural stream-bed, runs from 17 to 19 feet. It is expected to commence the pouring of the concrete cutoff walls the coming week. The excavation for the concrete arched toe wall on the downstream side has been resumed and the excavation for the spillway is being continued from both ends. The building of the rock fill toes is also being continued and the stone for this work is the ledge rock blasted from the higher slopes on both sides of the stream above the top of the dam, also the ledge excavated for the foundations of the cutoff and cutoff walls and for the spillway.

As stated in my last report, the sluicing in and placing of the earth core is not likely to commence before next month.

WESTFIELD DAM IN GRANVILLE.

This dam was inspected on the same day as the Cobble Mountain dam. Its construction is progressing with despatch and now that its appurtenances are all practically completed, attention is concentrated on the building of the embankment. The height of this at present is about 50 feet and will be 90 feet when completed. The earth deposited daily in the embankment is between 1300 and 1400 cubic yards.

Respectfully Submitted,

James L. Tighe

August 7, 1929 Voted, to pay \$10.00 per month to Town of Ludlow toward rent of local court room at Ludlow, commencing August 1, 1929.

Votes

Voted, to award County of Hampden Notes for \$300,000. to Salomon Bros. & Hutzler of Boston, at 5.32 discount plus \$5.00.

August 14, 1929 Released from Hampden County Training School on parole, GEORGE LESSARD.

Released from
Training School.

Ordered, County Treasurer, authorized and directed to pay the sum of \$915.69 to Town of Blandford on acct of County's proportion of cost of work done on Otis Road in Blandford.

Orders

Ordered, County Treasurer, authorized and directed to pay the sum of \$1,292.59 to Town of Palmer on acct of County's proportion of cost of work done on Three Rivers Road in Palmer.

Ordered, County Treasurer, authorized and directed to pay to the Hampden County Tuberculosis and Public Health Association, the sum of \$3,000. in accordance with Ch 354 Acts 1928.

Ordered, that the sum of \$1,097.16 which is balance of County's proportion of cost of work done on Springfield Road in Village of Three Rivers, Palmer, be paid from County Treasury. Pat.#55 - 1928.

Vote

August 14, 1929 Voted, that the salary of William B. Parkman, Officer at the Jail, be \$1700. per year commencing August 1, 1929.

Report on Cobble Mountain Dam, also Westfield Dam in Granville.

August 16, 1929 Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

August 16, 1929.

The Hon. Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

The excavation for the foundations of the two cutoff concrete walls of the Cobble Mountain dam across the bed of the stream, has been completed and extends into the rock ledge about 19 feet below the original bed of the brook.

The construction of the walls was started on August 7th last and the concrete now deposited in place is about 300 yards.

In the foundations underneath the concrete walls grout holes 10 feet on centers have been extended to a depth of 15 feet into which cement grouting will be forced under heavy pressure for the purpose of sealing any seams or cracks through which water might seep.

The excavation for the concrete wall at the lower toe is progressing and that part of it on the south bank of the stream is completed and ready for the concrete. The construction of the rock toes and excavation of the overflow are being carried on, the latter work being more than half done.

WESTFIELD DAM.

This earth embankment is nearly three quarters completed as there is about 200,000 cubic yards of earth and rip-rap deposited in place and 83,000 to be deposited to complete the structure. The embankment has to be raised about 34 feet more to complete it.

Respectfully Submitted,

James L. Tighe

Orders

August 21, 1929 Ordered, County Treasurer authorized and directed to pay sum of \$1,842.97 to Town of Brimfield on acct of County's proportion of cost of work done on Warren Road in Town of Brimfield.

Ordered, County Treasurer authorized and directed to pay sum of \$2,562.21 to Town of Blandford on acct of County's proportion of cost of work done on Otis Road in Town of Blandford.

Vote

August 28, 1929 Voted, verbal authority given to New England Telephone & Telegraph Company to lay new conduits underground at Hampden County Jail, eliminating the poles, as shown on plan.

Order

Ordered, County Treasurer authorized and directed to pay sum of \$450. to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.

August 31, 1929

Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

June Meeting 1929

Report on Cobble Mt. Dam, also Westfield Dam in Granville

August 31, 1929.

The Hon. the Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I beg to report that the upstream concrete cutoff wall of the Cobble Mountain dam has been completed. This wall extends across the bed of the stream and up the slopes to elevation 765 or to an elevation about 35 feet above the original bed of the stream. Where it crosses the stream it is about 15 feet in height above its foundation.

The downstream concrete cutoff wall which runs parallel to the upstream one 25 feet therefrom is built to a somewhat higher elevation and will be extended to elevation 955 or within ten feet of the top of the dam. The amount of concrete deposited in place to date in both walls is about 700 cubic yards.

The cement grouting of the foundations through the grout-holes spaced 10 feet on centers referred to in my last report has been completed in the upstream wall and in part in the downstream wall. The amount of cement used in this work has so far been somewhat over 300 bags and the maximum pressure used to force the grout through the holes was 40 pounds per square inch.

Upstream from the upstream cutoff wall the foundation for the hydraulic-fill has been prepared and the trestle work for the piping through which the core-fill will be hydraulically conveyed is being erected. It is not likely, however, that this hydraulic work or sluicing will start much earlier than the 1st of October.

The rock excavation for the downstream toe retaining wall is still in progress as is also the excavation of the overflow and the building up of the rock toes.

In regard to the pressure tunnel, 5500 feet or 79 per cent. of its total length is excavated.

WESTFIELD DAM

The work on this dam is about 80 per cent. completed. The embankment is now within 29 feet of the top thus showing that its height has been increased 5 feet within the past two weeks.

It is expected to have it completed within the time limit.

Respectfully submitted,

James L. Tighe

June Meeting 1929

Released from
Training School

September 4, 1929

Released from Hampden County Training School on
Parole: Bernard Schwartz
Michael Pycko
John Dubowitz
Joseph Quaquarelli
James Woods

Votes

Voted, William T. Keefe temporarily appointed to act as Dog Officer for Hampden County during absence of Michael C. Keefe, Dog Officer.

Voted, that the salaries of John W. Carlson, Supervisor, and Eugene T. Bissonette, Watchman, Hampden County Training School, be increased.

Voted, sealed bids for purchase and removal from the premises of building now located at southwest corner of Broadway and Pynchon St., opened and rejected.

Voted, to employ HENRY J. TESSIER, Architect, to have supervision of repairs to be made at the Training School, same to be performed by day work.

Orders

September 6, 1929

Ordered, County Treasurer authorized and directed to pay sum of \$415.50 to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.

Ordered, County Treasurer, authorized and directed to pay sum of \$2,411.44 to Town of Blandford on acct of County's proportion of cost of work done on Otis Road.

Ordered, County Treasurer, authorized and directed to pay sum of \$600. to Town of Chester on acct of County's proportion of cost of work done on Middlefield Road.

Ordered, County Treasurer, authorized and directed to pay sum of \$2,500. to Town of Chester on acct of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer, authorized and directed to pay sum of \$1,000. to Town of Chester on acct of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer, authorized and directed to pay sum of \$1,500. to Town of Russell on acct of County's proportion of cost of work done on Blandford Road in Russell.

Ordered, County Treasurer, authorized and directed to pay sum of \$1,228.34 to Town of Brimfield on acct of County's proportion of cost of work done on Warren Road.

Ordered, County Treasurer, authorized and directed to pay sum of \$3,200. to Town of Hampden on acct of County's proportion of cost of work done on Wilbraham Road in Hampden.

September 11, 1929

Ordered, County Treasurer, authorized and directed to pay to County of Hampshire for County of Hamden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$8,679. in two payments.

June Meeting 1929

Orders

Ordered, County Treasurer, authorized and directed to pay sum of \$346.50 to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.

September 14, 1929

Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

Report on Cobble Mountain Dam, also Westfield Dam in Granville.

September 14, 1929

The Hon. the Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

Relative to the work at the Cobble Mountain dam, the excavation for the downstream toe concrete wall, which my last report stated was in progress, has been completed. This excavation extended to the ledge which was about 13 feet below the original streambed. After the excavation was completed the concrete wall was immediately started and is being prosecuted at such a rate that it is expected to be completed in the early part of next month. Both ends of this wall from bottom to top, as it rises against the slopes of the valley, will abut the ledge. As soon as the weep holes are built in this wall the rock from the north-east borrow excavation will be sluiced or rather washed into place to form the downstream rockfill toe. One purpose of the weep holes will be to allow the drainage from the sluicing to escape through the concrete toe wall.

The excavation of the spillway is being continued and is now about two-thirds completed. The cement grouting of the foundation of the concrete cutoff walls referred to in my last report has been completed as has also the grouting of a number of holes drilled between these walls to a depth of 25 feet.

The number of cubic yards of concrete deposited in place in both walls to date is 816 and the number of bags of cement used for grouting 737. As already reported, the upstream cutoff wall has been completed with its ends at elevation 765 while the downstream wall is completed to a higher elevation but is to extend up the slopes to within 10 feet of the top of the dam.

WESTFIELD DAM

This structure is progressing with despatch and is now within 22 feet of its top. There are only about 30,000 cubic yards more to be placed out of the total amount of 250,000 cubic yards.

It is expected that the whole of the work will be completed by the 1st of November next.

Respectfully submitted,

James L. Tighe

June Meeting 1929

Orders	September 18, 1929	Ordered, County Treasurer authorized and directed to pay \$1,497.55 to Town of Blandford on acct of County's proportion of cost of work done on Otis Road in Blandford.
		Ordered, County Treasurer authorized and directed to pay \$304. to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.
Order to Arrest	September 18, 1929	Order to arrest Alfred Lord of Springfield, holder of permit to be at liberty.
Order to Arrest	September 19, 1929	Order to arrest George Whelpley of Chicopee Falls, Mass., holder of permit to be at liberty.
Vote	September 18, 1929	Voted to award contracts for furnishings for District Court of Chicopee to W.H. McGrath of the Art Metal Company, Holyoke, for the chairs and misc. items, and to the Office Equipment Co. Inc., Holyoke for the benches.
Order	September 25, 1929	Ordered, County Treasurer authorized and directed to pay \$353.75 to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.
Report on Cobble Mountain Dam, also Westfield Dam in Granville	September 28, 1929	Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

September 28th 1929

The Hon. the Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

My inspection today of the work being done on the Cobble Mountain dam showed that the construction of the downstream concrete toe wall referred to in my report of September 14th is being prosecuted with despatch. It is now built to about one half of its height and is within 18 feet of the top. The number of cubic yards deposited therein is 2500.

Likewise as referred to in my report of Sept. 14th the rock from the north-east borrow excavation is being sluiced and washed into place to form the downstream toe of the dam.

Great progress is being made in the building of the upstream rock-fill toe. The stone is being cast into place by steam shovel from the slopes outside the limits of the dam.

The sluicing of the material for the foundations of the core proper was commenced on Sept. 26th and thus was begun the most critical part of the construction work of the structure.

The excavation of the overflow is being prosecuted and also that of the tunnel. 75 per cent of the former and 87 per cent of the latter have been excavated.

WESTFIELD DAM

In regard to the Westfield dam, it is now within 18 feet of the top and the reinforced concrete pier for foot bridge to gatehouse is being built.

Respectfully submitted,
James L. Tighe

June Meeting 1929

Claim for damages
done by dogs.

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

September 26, 1929

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the first day of said month, and from time to time to the twentieth day of December, in the year of our Lord one thousand nine hundred and twenty-nine.

Present,

John G. Maxfield, Esquire, Chairman)
Charles W. Bray, Esquire)County
Edward J. Stapleton, Esquire)Commis-
sioners.

Cases Dismissed
Without Prejudice

The following cases were dismissed without prejudice:

- No. 13 Inhabitants of the Town of West Springfield, Petrs. for layout, location, relocation, alteration, widening and specific repairs of Burke Ave., beginning at Boulevard Street and running to City View Avenue.
- No. 15 Inhabitants of the Town of West Springfield, Petrs. for layout, location, relocation, alteration, widening and specific repairs of Norman Street beginning at River Street and running to Bridge St., in West Springfield.
- No. 20 Selectmen of Longmeadow, Petrs. for relocation, alteration and specific repairs on Field Road which extends westerly from Longmeadow Street to the end thereof, and for aid.
- No. 25 Inhabitants of the Town of Hampden, Petrs. for re-location, alterations and specific repairs in a certain highway in Hampden known as Stony Hill Road, Ludlow Road or Jenksville Road, extending northerly from Allen Street, Hampden to Ludlow Bridge, Wilbraham, and for aid.
- No. 23 Springfield Street Railway Company, Petrs. praying that the Company be relieved of any further charges and expenses relative to the repair, maintenance and improvement of B & A Bridge No. 95 in Palmer and of the approaches to the same, etc.
- No. 30 Selectmen of the Town of Ludlow, Petrs. for specific repairs on West Street beginning at end of work finished in 1928 and running west to intersection of Eaton Street and for aid.

Case dismissed
for want of juris-
diction, and with-
out prejudice.

Case Dismissed.

Inhabitants of the
Town of West Spring-
field, Petrs. for re-
location and altera-
tion of parts of Mor-
gan Road, Cayenne St.
Piper Road and Piper
Cross Road, in West
Springfield.

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Plans in Book 8
Pages 76-84 Incl.

TO THE HONORABLE THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN,
COMMONWEALTH OF MASSACHUSETTS:-

Respectfully represent your petitioners, inhabitants of the Town of West Springfield, said County, that common convenience and necessity require the relocation and alteration of parts of certain highways within said town; that the description of said parts of said highways is obscure and the bound stones are missing. Such parts of said highways are as follows:

1. Morgan Road from Riverdale Road Westerly as far as its intersection with the Westerly side of Piper Road, a distance of about 3100 feet -

2. Cayenne Street from Morgan Road Westerly to Piper Road, a distance of about 2650 feet -
3. Piper Road from Morgan Road Northerly about 3700 feet -
4. Piper Cross Road, so called, from Morgan Road South-westerly to Piper Road, a distance of about 800 feet.

Wherefore your petitioners pray that your Honorable Board may relocate and alter said parts of said highways as provided for by the statutes of said Commonwealth.

Dated at West Springfield this 31st day of July, 1928.

Herman C. Walker
John Hall
Charles O. Palmer
Frederick C. Steele
Theodore M. Beach
Raymond M. Sweeney
John J. Lysaght
Harry R. Babb

The foregoing petition was entered on the 11th day of August, 1928, and due proceedings having been had thereon, on the 2nd day of October, 1929, said Commissioners file the following relocation report, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Inhabitants of the Town of West Springfield praying for relocation and alteration of parts of Morgan Road, Cayenne Street, Piper Road and Piper Cross Road in West Springfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 26th day of September, A. D. 1928, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highways in the manner following:

CAYENNE STREET, West Springfield

Beginning at a stone in the North Easterly line of Morgan Road, relocation of 1929, at a point 1097.96 feet by said line from the North Westerly line of River-Dale Road as laid out by the County in 1895.

Thence by land of Walter L. Haynes et al, and by land of Helena Kneip, North 44 degrees 58 minutes and 30 seconds West, 1138.58 feet to the beginning of a curve to the left.

Thence by a curve to the left, radius 1403.34 feet, a distance of 239.42 feet, partly by last named owner and partly by land of Mary B. Lewis, to a stone at the end of the curve.

Thence by land of Mary B. Lewis, land of John and Anna Rataj and land of Moses L. Ratner, North 54 degrees and 45 minutes West, 584.70 feet to a stone at an angle.

Thence by said Ratner, and by land of Efrem and Mary Ivashko, North 58 degrees and 44 minutes West, 604.76 feet to a stone at the Westerly end of this location and in the Easterly line of Piper Road, relocation of 1929.

Thence crossing the Westerly end of the highway herein described, South 25 degrees and 32 minutes East, 176.00 feet to a stone at the Southerly end of a curve at land of Elsie R. LaGrant.

Thence by last named owner, Northerly and Easterly by a curve, radius 25.00 feet, a distance of 44.68 feet to a stone at the end of the curve.

Thence by said LaGrant, Antoni F. Chwalek, Ruth M. Picard, Chas.H. and Mary E. Smith and Carmela Pugliano, South 58 degrees and 44 minutes East, 430.80 feet to a stone at an angle.

Thence partly by last named owner and partly by land of Anna Rafay, South 54 degrees and 45 minutes East, 582.41 feet to a stone at the beginning of a curve to the right.

Thence by a curve to the right, radius 1337.34 feet, partly by last named owner and partly by land of Helena Kneip, a distance of 328.16 feet to a stone at the end of the curve.

Thence by said Kneip and by Walter L. Haynes et al, South 44 degrees 58 minutes and 30 seconds East, 858.11 feet to a stone at the beginning of a curve to the right.

Thence by a curve to the right, radius 25.00 feet, a distance of 59.05 feet to a stone at the end of the curve.

Thence South 89 degrees and 38 minutes East, 154.79 feet across the South Easterly end of Cayenne St. to the North Easterly line of said street.

Thence by said North Easterly line, South 44 degrees 58 minutes and 30 seconds East, 152.87 feet to the stone at point of beginning, the highway herein described being 66.00 feet in width.

PIPER ROAD, West Springfield

Beginning at a stone in the Northerly line of Morgan Road, at the Westerly end of that course in said road described in the relocation of 1929 as bearing North 74 degrees 45 minutes and 30 seconds West. This point of beginning is at land of Herman G. and Agnes Rainke and is the South Westerly corner of said property.

Thence by the Easterly line of the highway herein described, North 15 degrees 32 minutes and 30 seconds West, by land of said Rainke, 165.11 feet to a stone at an angle.

Thence North 2 degrees and 23 minutes East, partly by last named land and partly by land of Carmela Pugliano, and by land of Elsie R. LaGrant, 808.55 feet to a stone at an angle.

Thence by land of said LaGrant, North 18 degrees and 52 minutes East, 104.08 feet to a stone at the beginning of a curve into Cayenne St.

Thence, crossing the Westerly end of Cayenne St., North 25 degrees and 32 minutes West, 176.00 feet to a stone at the Westerly end of that course in Cayenne St. (relocation of 1929) described as bearing North

58 degrees and 44 minutes West 604.76 feet. The stone just mentioned is at land of Efrem and Mary Ivashke.

Thence by last named land, North 21 degrees and 16 minutes West, 193.00 feet to a stone at an angle.

Thence North 15 degrees and 05 minutes West, 408.15 feet to a stone at an angle.

Thence North 13 degrees and no minutes West, 281.70 feet to a stone at the beginning of a curve to the left.

Thence by a curve to the left, radius 1000. feet, partly by land of Harold W. and Lila L. Schellenger and partly by land of Edward O. Bagg, 454.46 feet to a stone at the end of the curve.

Thence North 39 degrees 02 minutes and 20 seconds West, partly by land of said Bagg and partly by land of Josefa Filip, 954.19 feet to a stone at the end of this location.

Thence crossing to the opposite side of the highway, by a line at right angles to the last described course, 4 rods to a stone at other land of said Josefa Filip.

Thence South 39 degrees, 02 minutes and 20 seconds East, by land of said Filip and by land of Edward O. Bagg, 954.19 feet to a stone at the beginning of a curve to the right.

Thence by a curve to the right, radius 934.00 feet, partly by land of said Bagg and partly by land of Stanislaw and Zofia Kolodziej, 424.47 feet to a stone at the end of the curve.

Thence by land of said Kolodziej, by land of Samuel Hawley and partly by land of one Jennison, South 13 degrees and no minutes East, 282.90 feet to a stone.

Thence by land of said Jennison, land of Marietta Bagg, and partly by land of Gaetano Pezzini, South 15 degrees and 05 minutes East, 412.91 feet to a stone at an angle.

Thence South 21 degrees and 16 minutes East, 317.15 feet by land of said Pezzini and by land of Frank J. and Carrie Hruby to a stone at an angle.

Thence South 2 degrees and 23 minutes West, by land of said Hruby and by land of Orville H. Peterson, 422.57 feet, crossing a brook, to a granite stone at land of Carlo and Emilia Raffinetti.

Thence continuing in the same course, 514.19 feet by said Raffinetti and by land of Gaetano Pezzini to a stone at an angle. The total distance for the course is 936.76 feet.

Thence by said Pezzini, South 15 degrees 32 minutes and 30 seconds East, 120.68 feet to a stone at the beginning of a curve to the right.

Thence by a curve to the right, radius 20.00 feet, a distance of 38.71 feet to a stone at the end of the curve and in the Northerly line of Morgan Road. The stone just mentioned is 99.70 feet distant from the point of beginning on a line bearing North 84 degrees and 38 minutes West from said point.

The road as described is 66.00 feet or 4 rods wide.

MORGAN ROAD, West Springfield

Beginning at a stone in the North Westerly line of Riverdale Road and in that course of said Road described in the County records as bearing North 23 degrees and 57 minutes East.

This description begins at a distance of 123.27 feet Northerly from the granite bound marking the Southerly end of the course just mentioned

Thence North 63 degrees 24 minutes and 30 seconds West, by land of Margaret M. McGrath, Town of West Springfield, other land of said McGrath, land of Farrington, land of Plaas and partly by land of Julia C. Martin, 1328.79 feet to a stone at an angle.

Thence by land of said Martin, land of Chas. H. and Elizabeth Horn and by land of Victoria E. Quillard, North 89 degrees and 38 minutes West 571.30 feet to a stone at an angle.

Thence by said Quillard and by other land of said Horn, North 79 degrees and 11 minutes West, 451.71 feet to a stone in the South Easterly line of Piper Cross Road.

Thence North 74 degrees 45 minutes and 30 seconds West, across the North Easterly end of said Piper Cross Road, 100.26 feet to a stone. Thence continuing in the same course, 552.87 feet by land of Chas. H. and Elizabeth Horn to a stone at the beginning of a curve to the South.

Thence by a curve to the South, radius 20. feet, a distance of 42.16 feet to the end of the curve at a stone in the Easterly line of Piper Road.

The width of the road herein described is 4 rods and the opposite or northerly side of the highway is described as follows.

From the stone last mentioned above the bearing is North 15 degrees 32 minutes and 30 seconds West, crossing the highway, a distance of 111.95 feet to a stone at land of Herman G. and Agnes Rainke.

Thence by said Rainke and by land of one Bond, one Bearder, Paul Dzubek, Andrea Mori, Janet Dubois, one Shackett, land of Zofia Zukowski and partly by land of Lyman E. and Annie R. Jennison, South 74 degrees 45 minutes and 30 seconds East, 724.93 feet to a stone at an angle.

Thence by last named owned and partly by land of William Sandy, South 79 degrees and 11 minutes East, 443.12 feet to an angle.

Thence partly by land of last named owner and by Walter L. Haynes land, South 89 degrees and 38 minutes East, 531.95 feet to a stone at the beginning of a curve of 25.00 feet radius.

Thence in the same course continued across the South Easterly end of Cayenne St., 154.79 feet to the North Easterly line of Cayenne St.

Thence by the North Easterly line of Cayenne St., South 44 degrees 58 minutes and 30 seconds East, 152.87 feet to a stone.

Thence by Walter L. Haynes et al and by Riverdale Nurseries and Gardens Inc., South 63 degrees 24 minutes and 30 seconds East, 1097.96 feet to a stone in the North Westerly line of Riverdale Road.

Thence by said line South 23 degrees and 57 minutes West, 66.07 feet to point of beginning.

Morgan Road as here described is 66.00 feet in width.

PIPER CROSS ROAD, West Springfield

Beginning at a stone in the Southerly line of Morgan Road and at the Westerly end of that course in said Road described in the relocation of 1929 as bearing North 79 degrees and 11 minutes West, 451.71 feet.

Thence by land of Chas. H. and Elizabeth Horn and by land of M. J. Stevens, South 50 degrees 44 minutes and 30 seconds West, a distance of 738.49 feet to a stone at an angle.

Thence by land of Heirs of Aaron Bagg Jr., South 19 degrees 48 minutes and 30 seconds West, 86.34 feet to a granite stone in the Easterly line of Piper Road. Thence across the South Westerly end of Piper Cross Road as herein described, and by the Easterly line of Piper Road, North 1 degree and 29 minutes East, 162.76 feet to a stone.

Thence Easterly and North Easterly by a curve of 20 feet radius, 45.64 feet to a stone in the North Westerly line of Piper Cross Road. This stone is at the end of the curve mentioned.

Thence by said North Westerly line, North 50 degrees 44 minutes and 30 seconds East, 621.73 feet to a stone at the beginning of a curve to the left.

Thence by a curve to the left, radius 20 feet, a distance of 43.81 feet to a stone in the Southerly line of Morgan Road as relocated in 1929.

Thence South 74 degrees 45 minutes and 30 seconds East, by the South Easterly line just mentioned, 100.26 feet to the stone at point of beginning.

The Road described is 50.00 feet in width.

The foregoing descriptions are indicated on two plans prepared by Steele Bros. Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

Part Relocation
Cayenne St. and Piper Rd.
West Springfield, Mass.
As Relocated For The County Commissioners
April 1929
By Steele Bros. Eng'rs.
Scale 1"=50'.

Part Relocation
Morgan and Piper Roads
West Springfield, Mass.
As Relocated For The County Commissioners
February 1929
By Steele Bros. Eng'rs.
Scale 1"=50'.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of West Springfield.

Any legal damage sustained by any abutter shall be paid by said Town.

John G. Maxfield } County Commissioner
Clarence H. Granger } Assoc. Commissioner

HAMPDEN, ss. County Commissioners' Meeting October 2, A.D. 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: James M. Healy Asst. Clerk.

Selectmen of East Longmeadow, Petrs. for specific repairs on Parker Street from the point where said highway joins boundary between said Town and City of Spfld., and extending southerly toward junction of said Parker St., and highway known as Hampden Road, and for aid.

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To the County Commissioners of the County of Hampden:

The Petition of the Selectmen of the Town of East Longmeadow:

Respectfully represents that common convenience and necessity require specific repairs in a certain highway located in said Town of East Longmeadow known locally as Parker Street, from the point where said highway joins the boundary between said Town and the City of Springfield and extending southerly toward the junction of said Parker Street and the highway known as the Hampden Road; that the cost of said repairs has been estimated to be \$7,500; the construction to be stone-base, gravel top. Also, that the County of Hampden will be greatly benefitted by said repairs if they are made.

Wherefor your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made and that the County of Hampden contribute a sum not greater than \$2,500. together with the Commonwealth and Town in like amount, toward the expense of said repairs.

Signed by us this nineteenth day of February, 1929.

Lewis E. Whitaker	}	Selectmen
Edward M. Burt		of
Ivan S. Glynn		East Longmeadow

The foregoing petition was entered on the 20th day of February, 1929, and due proceedings having been had thereon, on the 10th day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 10, 1929

On the petition of the Selectmen of East Longmeadow for specific repairs on Parker Street from the point where said highway joins boundary between said Town and City of Springfield and extending southerly toward junction of said Parker Street and highway known as Hampden Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Springfield to East Longmeadow, and being locally known as Parker Street, to grade.

surface with gravel and otherwise improve about 3,510 feet, the work to begin at the junction of Allen and Parker Streets, station 0+40, and extend in a southerly direction to station 35+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

John G. Maxfield)
	:County
Charles W. Bray	:Commissioners
	:of the County
	:of Hampden.
Edward J. Stapleton)

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, your petitioners, the Selectmen of the Town of Southwick, that common convenience and necessity require that the road leading from Suffield, Connecticut to Southwick Center, known as Point Grove Road be relocated and specific repairs made thereon, by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at the State line and go towards Southwick Center, that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such relocation and order specific repairs made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of March 1929.

Seal	Albert F. Johnson	} Selectmen of the Town of Southwick.
	Joseph C. Galpin	
	Philip K. Hall	

The foregoing petition was entered on the 12th day of March, 1929, and due proceedings having been had thereon, on the 30th day of October, 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Selectmen of the Town of Southwick for relocation and specific repairs on Point Grove Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested

Selectmen of the Town of Southwick, Petrs. for relocation and specific repairs on Point Grove Road, and for aid.

having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Southwick to Granby, Conn., and being locally known as the Point Grove Road, to grade surface with bituminous macadam and otherwise improve about 1,350 feet, the work to begin at the Connecticut line, station 0, and extend in a northerly direction to station 13+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

John G. Maxfield	) County
	: Commissioners
Charles W. Bray	) of the County
	: of Hampden.
Edward J. Stapleton)

Selectmen of the Town of Ludlow, Petrs. for specific repairs on road beginning about 500 feet west of Chicopee River and running westerly on Plumley St., about 1/3 mile and for aid.

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To the Honorable County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT YOUR PETITIONERS, the Selectmen of the Town of Ludlow, that common convenience and necessity require that the road beginning about 500 feet West of the Chicopee River and running westerly on Plumley Street about one-third mile be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made. This is a road running from Three Rivers in the Town of Palmer, and the Town of Wilbraham, to Ludlow Village.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$2500.00 towards the expense of said repairs together with the State and Town.

Dated this 8th day of March 1929.

Robert H. Munsing	Board of
Arthur C. Brodeur	Selectmen,
John Supernaw	Town of
	Ludlow, Mass.

The foregoing petition was entered on the 13th day of March, 1929, and due proceedings having been had thereon, on the 16th day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Ludlow for specific repairs on road beginning about 500 feet west of Chicopee River and running westerly on Plumley Street about one-third mile, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Three Rivers to Ludlow, and being locally known as the Three Rivers Road, to grade, surface with gravel and otherwise improve about 2,422 feet, the work to begin at the end of the bridge at the Town line, station 0+78.40 and extend in a westerly direction to station 25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

John G. Maxfield	)County
Charles W. Bray	)Commissioners
Edward J. Stapleton	)of the County
	)of Hampden.

To the Honorable County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT YOUR PETITIONERS, the Selectmen of the Town of Ludlow, that common convenience and necessity require that the road beginning at the Granby Line and running South on Fuller Street a distance of 2000 feet be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by said repairs if same are made. This is a continuation of the West Street job.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$2500.00 towards the expense of said repairs together with the State and Town.

Dated this 8th day of March 1929.

Robert H. Munsing	Board of
Arthur C. Brodeur	Selectmen,
John Supernaw	Town of
	Ludlow, Mass.

The foregoing petition was entered on the 13th day of March, 1929, and due proceedings having been had thereon, on the 27th day of November, 1929, said Commissioners file the following final decree, to wit:-

Selectmen of the Town of Ludlow, Petrs. for specific repairs on road beginning at Granby Line and running South on Fuller St., a distance of 2,000 ft and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 27, 1929

On the petition of the Selectmen of the Town of Ludlow for specific repairs on road beginning at Granby Line and running South on Fuller Street, a distance of 2,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Ludlow to Granby and being locally known as Fuller Street, to construct a reinforced concrete extension of a stone arch bridge over Stony Brook, and to grade, surface with bituminous macadam and otherwise improve about 780 feet, the work to begin at West Street, station 232+70, and extend in a north-westerly direction to station 240+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

John G. Maxfield) County
Charles W. Bray) Commissioners
Edward J. Stapleton) of the County
of Hampden.

Selectmen of the Town of Hampden, Petrs. for alterations and specific repairs on Hampden-Wilbraham Rd and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that alterations and specific repairs be made on road leading from Hampden to Wilbraham, known as Hampden-Wilbraham Road, that alterations be made in its course and width, that said part of said road be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary; the work to begin at end of 1928 construction work and go approximately 4000 feet, that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such alterations and specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this eighteenth day of March 1929.

N. S. Kibbe) Selectmen
N. M. Carew) of the Town
J. J. Flynn) of Hampden.

The foregoing petition was entered on the 26th day of March, 1929, and due proceedings having been had thereon, on the 16th day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Hampden for alterations and specific repairs on Hampden-Wilbraham Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to Wilbraham, and being locally known as the Wilbraham Road, to grade, surface with bituminous macadam and otherwise improve about 3,400 feet, the work to begin at the end of the section of said road improved in 1928, station 38, and extend in a southerly direction to station 72; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE THOUSAND SIX HUNDRED DOLLARS (\$5,600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

To the Honorable County Commissioners of Hampden County.

We the Selectmen of the Town of Chester in said County hereby certify and represent that the highway known as the Chester Hill Road in the Town of Chester, that said Road is dangerous and in need of extensive repairs and that the public convenience and necessity require that specific repairs be made on said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road and make grant from the County of Hampden to the Town of Chester, for aid for said road and as in duty bound would ever pray.

April 1, 1929.

John E. Cooney
L. J. Kelso
Thomas Rose

Selectmen of the Town of Chester, Petrs. for specific repairs on Chester Hill Road and for aid.

The foregoing petition was entered on the 3rd day of April, 1929, and due proceedings having been had thereon, on the 6th day of November, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 6, 1929

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Chester, and being locally known as the Chester Hill Road, to grade, surface with gravel and otherwise improve about 2,950 feet, the work to begin at the end of the section of said road improved in 1928, station 155, and extend in a north-westerly direction to station 184+50; and to grade, surface with gravel and otherwise improve about 1,150 feet beginning at station 177+50 and extend in a north-westerly direction to station 189; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SIX THOUSAND FIVE HUNDRED DOLLARS (\$6,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield) County
Chas. W. Bray) Commissioners
Edward J. Stapleton) of the County
of Hampden.

Selectmen of the Town of Chester, Petrs. for specific repairs on East River Road and for aid.

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To the Honorable Board of County Commissioners of Hampden County, Mass. We the undersigned Selectmen of the Town of Chester in said County hereby certify and represent that the highway known as the East River Road in the Town of Chester, that said road is dangerous and in need of extensive repairs and that public convenience and necessity require that public convenience and necessity require that specific repairs be made upon said road.

We humbly petition your Honorable Board to view the same and order specific repairs on said road and make grant from the County of Hampden to the Town of Chester for aid on said road and as in duty bound would ever pray.

April 1, 1929

John E. Cooney
Thomas Rose
L.J. Kelso

The foregoing petition was entered on the 3rd day of April, 1929, and due proceedings having been had thereon, on the 2nd day of October, 1929, said Commissioners file the following final decree, to wit:-

October Meeting 1929

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Selectmen of the Town of Chester for specific repairs on East River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Worthington, and being locally known as the East River Road, to grade, surface with gravel and otherwise improve about 1400 feet, the work to begin at the end of the section of said road improved in 1927, station 130+50, and extend in a north-westerly direction to station 144+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield)County
Charles W. Bray)Commissioners
Edward J. Stapleton)of the County
of Hampden.

To the Honorable Board of County Commissioners of Hampden County Massachusetts.

Selectmen of the Town of Chester, Petrs. for specific repairs on Middlefield Road and for aid.

We the Selectmen of the Town of Chester in said County, hereby certify and represent that the highway in said Town known as Middlefield Road leading from Chester to Middlefield Mass. in the Town of Chester, that said road is dangerous and is in need of extensive repairs and that public convenience and necessity require that specific repairs be made upon said road.

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We humbly petition your Honorable Board to view the same and order specific repairs on said road and make grant from the County to the Town of Chester for aid for said road and as in duty bound would ever pray.

John E. Cooney
L.J. Kelso
Thomas Rose

April 1, 1929

The foregoing petition was entered on the 3rd day of April, 1929, and due proceedings having been had thereon, on the 2nd day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Selectmen of the Town of Chester for specific repairs on Middlefield Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of June, A.D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester Village to Middlefield, and being locally known as Middlefield Road, to grade, surface with gravel and otherwise improve about 1108 feet, the work to begin at the end of the section of said road improved in 1928, station 92+25, and extend in a northerly direction to station 103+33; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield) County
Chas. W. Bray) Commissioners
Edward J. Stapleton) of the County
of Hampden.

Selectmen of the Town of Blandford, Petrs. for specific repairs on Otis-Blandford Rd beginning at station 131+50 and for aid.

To the Honorable Board of County Commissioners:

We the undersigned Selectmen of the Town of Blandford Respectfully petition your Honorable Board and do hereby declare and certify that public convenience and necessity require that specific repairs be made on Otis Blandford Road from station 131+50 to a point designated by State Engineers survey and your Honorable Board and we respectfully pray that your Honorable Board allot the sum of \$12,500. (twelve thousand five hundred dollars) with a like amount allotted by the State, the Town of Blandford contributing Twenty five Hundred Dollars (\$2500.).

S. A. Anderson }
F. B. Hart } Selectmen
A. H. Smith } of
Blandford

The foregoing petition was entered on the 3rd day of April, 1929, and due proceedings having been had thereon, on the 2nd day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Selectmen of Blandford for specific repairs on Otis-Blandford Road beginning at station 131+50 and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Blandford to Otis, and being locally known as the Otis Road, to grade, surface with bituminous macadam and otherwise improve about 3,450 feet, the work to begin at the end of the section of said road improved in 1928, station 127, and extend in an easterly direction to station 161+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWELVE THOUSAND FIVE HUNDRED DOLLARS (\$12,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield	) County
	) Commissioners
Charles W. Bray	) of the County
	) of Hampden.
Edward J. Stapleton)

To the Honorable Board of County Commissioners:

We the undersigned Selectmen of Blandford Respectfully petition your Honorable board and do hereby declare and certify that public convenience and necessity require that specific repairs be made on Chester road from a point opposite one M. J. Raymond and for a distance of 500 ft north and we respectfully pray that your Honorable board allot the sum of Eight Hundred dollars \$800. the town to contribute the sum of \$200. two Hundred dollars.

S. A. Anderson	} Selectmen
F. B. Hart	
A. H. Smith	

March 29, 1929

The foregoing petition was entered on the 3rd day of April, 1929, and due proceedings having been had thereon, on the 16th day of October, 1929, said Commissioners file the following final decree, to wit:-

Selectmen of the Town of Blandford, Petrs. for specific repairs on Chester Road from a point opposite one M. J. Raymond and for a distance of 500 feet north, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Blandford for specific repairs on Chester Road from a point opposite one M. J. Raymond and for a distance of 500 feet north, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Chester Road; this road be specifically repaired beginning at junction of Huntington Road and North Street and go to driveway of Herbert Dalton, length of road rebuilt seven hundred sixty-five feet (765'); width of road sixteen feet (16'); depth of stone fill twelve inches (12"); depth of gravel six inches (6"); shoulders three feet (3'); one (1) fourteen inch (14") culvert thirty feet (30').

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield)County
Charles W. Bray)Commissioners
Edward J. Stapleton)of the County
of Hampden.

Citizens of the Town of Granville, Petrs. for specific repairs on part of Lake St., which lies between the main highway and Southwick line, and for a sum not to exceed \$500. towards the expense of said repairs.

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned citizens of the Town of Granville in said county-, that common convenience and necessity requires that Lake St. which lies between the main highway and Southwick line, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Wherefore your petitioners pray that your honorable board may determine and specify such specific repairs and order them to be made and that said county contribute a sum not to exceed Five hundred dollars (\$500.00) together with an appropriation from the Town and citizens of Lake St., towards the expense of said repairs.

April 8, 1929

B. H. Dickinson
William Hansen
Milton Hansen
Christen Hansen
Stanley Beckwith
Harry Beckwith
L. B. Dickinson

Benj. F. Gibbons
Howard B. Dickinson
Roswell O. Rowley
Harold Hansen
Clara M. Hartley
Joseph L. Dickinson
C. A. White, M. D.
R. G. Dickinson
F. N. Gibbons

The foregoing petition was entered on the 10th day of April, 1929, and due proceedings having been had thereon, on the 6th day of November, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

October Meeting 1929

Hampden, ss:

County Commissioners' Meeting November 6, 1929

On the petition of the Citizens of the Town of Granville for specific repairs on part of Lake Street which lies between the main highway and Southwick line, and for a sum not to exceed \$500. towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid said Commissioners order the following repairs made on Lake Street, this road be specifically repaired beginning at the mail box near Stanley Beckwith's house and continuing three hundred feet (300') north; stone fill 12" deep - 14' wide; 8" gravel in center - 4" on shoulders; blasting and moving 10 yards of rock, straightening the road and making it an even grade.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville the sum of FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield) County
Chas. W. Bray) Commissioners
Edward J. Stapleton) of the County
of Hampden.

To the Honorable Board of County Commissioners

We the undersigned Selectmen of Blandford do hereby declare and certify that public convenience and necessity require that the sections of the Blandford Otis Road which were specifically repaired in 1926 and 1927 be resurfaced and otherwise repaired, and penetrated with oil on sections specifically repaired in 1927 and we respectfully pray that your Honorable Board allot the sum of two thousand dollars \$2000.00 with a like amount allotted By the State and One thousand dollars \$1000.00 appropriated By the town.

S. A. Anderson) Selectmen
F. B. Hart) of
A. H. Smith) Blandford

Blandford, Selectmen of the town of, Petre, for resurfacing etc. sections of Blandford-Otis Road specifically repaired in 1926 and 1927, and for aid.

The foregoing petition was entered on the 15th day of April, 1929, and due proceedings having been had thereon, on the 2nd day of October, 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Selectmen of the Town of Blandford for resurfacing etc. sections of Blandford-Otis Road specifically repaired in 1926 and 1927, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that resurfacing should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Otis to Blandford and being locally known as the Blandford Stage Road, to reshape, treat with bituminous material and otherwise improve about 4,250 feet of the road, and to surface with bituminous macadam and otherwise improve about 1,000 feet, the work to begin at station 45+50, and extend in an easterly direction to station 98+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield)	
Charles W. Bray	)	County
Edward J. Stapleton	)	Commissioners
	)	of the County
	)	of Hampden.

Palmer, Board of Road Commissioners, Petrs. for specific repairs on Springfield Road leading from the westerly terminus of Main Street near plant of Otis Co., westerly to Wilbraham town line and for a sum not to exceed \$5,000. toward expense of said repairs.

To the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts:

Respectfully represent your petitioners, Road Commissioners of the Town of Palmer, that there is in the Village of Three Rivers, in the Town of Palmer, a public way known as the Springfield Road, leading from the westerly terminus of Main Street, near the plant of the Otis Company, westerly to the Wilbraham town line; that upon petition of your petitioners dated June 28, 1928, a decree was made by your Board relocating said road, establishing and monumenting the boundary lines thereof, and making certain alterations in the course and width thereof, and by said decree further determining, specifying and ordering certain specific repairs to be made in a portion of said road.

Your petitioners further represent that the remainder of said road should now be specifically repaired by grading, resurfacing and hardening, or otherwise as may be necessary.

Wherefore your petitioners pray that, after due notice had in the premises, your Honorable Board will determine, specify and order

such specific repairs to be made in the remainder of said way as your Board may deem proper, and that said County of Hampden contribute a sum, not to exceed five thousand dollars (\$5,000.00), together with a contribution in a like amount from the Commonwealth and the Town of Palmer, toward the expense of said repairs and improvements.

Homer A. Shaw	}	Board
B. M. Stebbins		of
Thomas J. Moran		Road Commissioners.

Palmer, April 12, 1929.

The foregoing petition was entered on the 20th day of April, 1929, and due proceedings having been had thereon, on the 30th day of October, 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Board of Road Commissioners of the Town of Palmer for specific repairs on Springfield Road leading from the westerly terminus of Main Street near plant of Otis Company westerly to Wilbraham town line and for a sum not to exceed \$5,000. toward expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Palmer, and being locally known as the Three Rivers Road, to grade, surface with gravel and otherwise improve about 3,300 feet, the work to begin at the end of the section of said road improved in 1928, station 17, and extend in an easterly direction to station 50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

John G. Maxfield	}	County
Charles W. Bray		Commissioners
Edward J. Stapleton		of the County of Hampden.

Tolland, Selectmen of the Town of Tolland, for repairs on piece of highway beginning at end of last year's grant, at foot of so-called Spring Hill and leading in a westerly direction towards Tolland Center, and for aid.

To the County Commissioners of the County of Hampden.
State of Massachusetts.

We, the undersigned, Selectmen of the Town of Tolland of above County and State, do pray you to grant us aid in the repairing of that piece of highway beginning at the end of last year's grant, at the foot of the so-called Spring Hill and leading in a westerly direction towards Tolland Center. Common convenience and necessity make the repairing of this road necessary.

Tolland, Mass.

April 22, 1929.

Franklin E. Waugh	}	Selectmen
Clifford R. Moore		of
		Tolland

The foregoing petition was entered on the 24th day of April 1929, and due proceedings having been had thereon, on the 6th day of November 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 6, 1929

On the petition of the Selectmen of the Town of Tolland for repairs on piece of highway beginning at end of last year's grant, at foot of so-called Spring Hill and leading in a westerly direction towards Tolland Center, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to Tolland, and being locally known as the W. Granville Road, the work to begin at station 65+50 (station 0 being the Tolland-Granville town line) and continue to station 87+0, a distance of 2150 feet. It is to be constructed with a 12" stone foundation, 15 feet in width, and surfaced with 6" of gravel, the shoulders being from 3 feet to 5 feet as directed by the engineer of the State Department of Public Works. Corrugated iron culverts are to be installed wherever needed and suitable headwalls are to be constructed at upper and lower ends of these culverts. The stone culvert at station 62+ is to be reconstructed. The present abutments are to be faced with concrete and a reinforced concrete slab is to be used for the flooring. Guardrail is also to be built wherever the engineer thinks it is needed.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

John G. Maxfield)
Chas. W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN;

RESPECTFULLY REPRESENT, the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the road leading from Russell to Blandford known as the Stage Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, beginning at near the junction of Dickinson Hill road and going to the old State Highway at Copeland's Corner; that the County of Hampden will be greatly benefited by said repairs if same are made.

Russell, Selectmen of the Town of, Petrs. for specific repairs on Russell-Blandford Stage Road beginning near junction of Dickinson Hill Road and going to old State Highway at Copeland's Corner, and for aid.

44

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and make grant from the County to the Town of Russell for aid for said repairs, and as in duty bound would ever pray.

Dated this 23rd day of April, 1929.

E. D. Parks)
C. E. Wyman) Selectmen of
L. W. Shattuck) the Town
of Russell

The foregoing petition was entered on the 24th day of April 1929, and due proceedings having been had thereon, on the 16th day of October 1929, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Russell for specific repairs on Russell-Blandford Stage Road beginning near junction of Dickinson Hill Road and going to old State Highway at Copeland's Corner, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Russell Village to Blandford, and being locally known as the Blandford Road, to grade, surface with gravel and otherwise improve about 2646 feet, the work to begin at the end of the section of said road improved in 1928, station 12+50, and extend in a north-easterly direction to station 0+00; beginning again at station 0, and extending to station 14+20, omitting the section

of road between stations 8+12 and 8+36; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

John G. Maxfield)
Charles W. Bray)County
Edward J. Stapleton)Commissioners
of the County
of Hampden

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on part of highway leading from Granville to Tolland beginning at Tolland Town Line easterly for a distance of 3000 feet or more, and for aid.

45

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, inhabitants of the Town of Granville, in said County of Hampden, that common convenience and necessity require that part of the highway leading from Granville to Tolland be re-located; that alterations be made in its course and width; and that said part of said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary. Said part of said highway begins at the Tolland town line and extends easterly a distance of three thousand feet or more.

Wherefore they pray that after notice, view and hearing your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made, and make grant from the County to the Town of Granville for aid in making said repairs, and as in duty bound would ever pray.

Granville, April 23, 1929.

Yours Respectfully

Selectmen { E. A. Jensen
Porter T. Frisbie
David F. Kenney

The foregoing petition was entered on the 25th day of April, 1929, and due proceedings having been had thereon, on the 16th day of October, 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on part of highway leading from Granville to Tolland beginning at Tolland Town Line easterly for a distance of 3,000 feet or more, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of June, A. D. 1929,

view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to Tolland, and being locally known as the Main Road, to grade, surface with gravel and otherwise improve a section of said road, the work to begin at the Tolland line, station 130+66.6, and extend in an easterly direction as far as the funds available will permit; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the road leading from Montgomery to Westfield known as Main Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at a point, where specific repairs were completed, in 1928, and go to a point, near the house of Fred McQuat, that the County of Hampden will be greatly benefited by said repairs if same are made.

Wherefore, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 24th day of April 1929.

Walter D. Allyn

Myron B. Avery

Myron E. Kelso

Selectmen of the Town of Montgomery.

The foregoing petition was entered on the 25th day of April 1929, and due proceedings having been had thereon, on the 16th day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road leading from Montgomery to Westfield beginning at a point where repairs were completed in 1928

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on Main Road leading from Montgomery to Westfield beginning at a point where repairs were completed in 1928 and go to a point near house of Fred McQuat, and for aid.

and go to a point near house of Fred McQuat, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Westfield, and being locally known as the Main Road, to grade, surface with gravel and otherwise improve about 800 feet, the work to begin at the end of the section of said road improved in 1928, station 28+50, and extend in a north-westerly direction to station 36+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

John G. Maxfield)
Charles W. Bray)County
Edward J. Stapleton)Commissioners
of the County
of Hampden.

West Springfield, Selectmen of the Town of Petrs. for relocation, alterations and specific repairs on South Boulevard and River Sts so-called, beginning at Memorial Ave., and go to Westfield St. or the money will allow, and for aid.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, your petitioners, the Selectmen of the Town of West Springfield, that common convenience and necessity require that the road leading from Westfield Street to Memorial Avenue known as South Boulevard and River Streets be relocated, altered and specific repairs made thereon, by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at Memorial Avenue and go to Westfield Street or the money will allow that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such relocation and alteration and order specific repairs made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of April 1929.

Herman C. Walker }
Arthur W. Lamson }Selectmen
Charles O. Palmer }of the Town of
West Springfield

West Springfield, Selectmen of the Town of Petrs. for relocation, alterations and specific repairs on South Boulevard and River Sts so-called, beginning at Memorial Ave., and go to Westfield St. or the money will allow, and for aid.

The foregoing petition was entered on the 27th day of April 1929, and due proceedings having been had thereon, on the 16th day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of West Springfield for relocation, alterations and specific repairs on South Boulevard and River Streets so-called, beginning at Memorial Avenue and go to Westfield Street or the money will allow, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from West Springfield to Holyoke and being locally known as the River Road and South Boulevard, to grade, surface with bituminous macadam 20 feet in width, and otherwise improve about 4,476 feet, the work to begin at the intersection of Bridge Street and Memorial Avenue, station 0, and extend in a north-westerly direction on River Road and South Boulevard to station 55, omitting the section of road between about stations 32+50 and 42+75; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

John G. Maxfield)
Charles W. Bray)County
Edward J. Stapleton)Commissioners
of the County
of Hampden.

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents your petitioner, the Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require the laying out, relocation, alteration, widening and specific repairs in a certain highway located in the City of Westfield known as Pond Road and North Road, leading from Westfield to Holyoke, the work to begin at the intersection of said Pond Road with the Southampton Road, so-called, at a point a little northerly of St. Mary's Cemetery; thence running northerly along said Pond Road about 2 miles to intersection of said Pond Road with the North Road; thence easterly along said North Road about

Westfield, Mayor of the City of, Petr. for layout, relocation, alteration, widening and specific repairs on highway known as Pond Road and North Road leading from Westfield to Holyoke, and for aid.

1-1/4 miles to the division line between Westfield and Holyoke, and that the County of Hampden will be greatly benefited by the same.

Wherefore the said County Commissioners are respectfully petitioned to do all things necessary to accomplish the said laying out, relocation, alteration, widening and specific repairs in conformity with law, and that the County contribute to the expense of said laying out, relocation, alteration, widening and specific repairs, together with an appropriation from the City and State.

Dated this 25th day of April 1929.

L. L. Keefe
Mayor of the City of Westfield.

VOTE OF THE CITY COUNCIL:

CITY OF WESTFIELD, MASSACHUSETTS

May 2, 1929.

County Commissioners,
County of Hampden,
Springfield, Mass.

Gentlemen:-

This is to certify that at a meeting of the Westfield City Council held March 21, 1929, with all eleven members present, it was unanimously VOTED: That the Mayor be authorized to enter into a contract with the State and County for the construction of the Westfield and Holyoke State Highway.

This is to certify further that at a meeting of the City Council held April 4, 1929 with all members present, it was unanimously VOTED: That \$45,000 be appropriated for the construction of the Holyoke Road.

Seal

Very truly yours,

J. Chambers Dewey

City Clerk

The foregoing petition was entered on the 27th day of April 1929, and due proceedings having been had thereon, on the 30th day of October 1929, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Mayor of the City of Westfield for layout, relocation, alteration, widening and specific repairs on highway known as Pond Road and North Road leading from Westfield to Holyoke, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be laid out, relocated, altered, widened and specific repairs made thereon, and do not layout, relocate, alter, widen and order specific repairs on said highway in the manner following:

The layout is located on the Hampton Pond Road, so called, and begins at the dividing line between the cities of Holyoke and Westfield, extending thence westerly and southerly, in part by cut-offs or new location, for about 3.2 miles to a junction with the Southampton Road, so called, at a point about opposite the Polish Cemetery. Said layout is more fully described as follows:

The base line begins at a point on the aforesaid Holyoke-Westfield line, said point being about 175 feet distant northerly from the centre of the present road and being shown on plan as station 0, and extends thence southwesterly to westerly by a curve of 994.83 feet radius for a distance of 597.34 feet to a point on the present roadway shown on plan as station 5+97.34, said station equalling station 6+03.65 for the line ahead; thence north $79^{\circ} 18' 15''$ west for a distance of 977.03 feet; thence by a curve to the left of 709.50 feet radius for a distance of 295.65 feet; thence south $76^{\circ} 49' 25''$ west for a distance of 309.34 feet; thence by a curve to the right of 794.06 feet radius for a distance of 296.51 feet; thence north $81^{\circ} 46' 55''$ west for a distance of 164.50 feet; thence by a curve to the right of 542.36 feet radius for a distance of 332.63 feet; thence north $46^{\circ} 38' 34''$ west for a distance of 50.00 feet; thence by a curve to the left of 520.00 feet radius for a distance of 353.32 feet; thence north $85^{\circ} 34' 24''$ west for a distance of 440.14 feet to a point shown on plan as station 38+22.77, said station equalling station 38+14.39 for the line ahead; thence by a curve to the left of 564.68 feet radius for a distance of 318.55 feet; thence south $62^{\circ} 06' 15''$ west for a distance of 152.97 feet; thence by a curve to the right of 813.73 feet radius for a distance of 574.84 feet; thence north $77^{\circ} 25' 15''$ west for a distance of 496.68 feet; thence by a curve to the left of 702.32 feet radius for a distance of 933.19 feet; thence south $26^{\circ} 26' 55''$ west for a distance of 7223.82; thence south $27^{\circ} 58' 55''$ west for a distance of 2148.83 feet; thence south $27^{\circ} 01' 35''$ west for a distance of 1094.80 feet to a point at the end of the layout shown on plan as station 167+58.07. Length of layout equals 16,760.14 feet.

The southeasterly location line begins at a point on the aforesaid Holyoke-Westfield line, said point bearing south $4^{\circ} 13' 25''$ east and being 34.94 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing south $4^{\circ} 25' 36''$ west and 33.00 feet distant from station 38+22.77; thence by a curve to the left of 528.07 feet radius for a distance of 345.30 feet to a point bearing south $33^{\circ} 02' 19''$ east and 35.83 feet distant from station 41+81.56; thence south $56^{\circ} 57' 41''$ west for a distance of 102.39 feet to a point bearing south $34^{\circ} 59' 36''$ east and 45.21 feet distant from station 42+85.91; thence by a curve to the right of 533.00 feet radius for a distance of 286.32 feet to a point bearing south $2^{\circ} 15' 35''$ east and 39.64 feet distant from station 45+45.96; thence south $87^{\circ} 44' 25''$ west for a distance of 134.48 feet.

to a point bearing south $2^{\circ} 15' 35''$ east and 33.58 feet distant from station 46+80.72; thence by a curve to the right of 730.79 feet radius for a distance of 189.27 feet to a point bearing south $12^{\circ} 34' 45''$ west and 37.00 feet distant from station 48+60.75; thence north $77^{\circ} 25' 15''$ west for a distance of 519.89 feet to a point bearing south $44^{\circ} 40' 30''$ west and 43.68 feet distant from station 53+57.43; thence by a curve to the left of 600.00 feet radius for a distance of 204.83 feet to a point bearing south $6^{\circ} 58' 49''$ east and 33.00 feet distant from station 55+97.19; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing south $62^{\circ} 34' 48''$ east and 33.00 feet distant from station 150+00.32; thence south $26^{\circ} 51' 30''$ west for a distance of 662.63 feet to a point bearing south $62^{\circ} 58' 25''$ east and 46.00 feet distant from station 156+63.27; thence parallel to the aforesaid base line and 46.00 feet distant therefrom to a point bearing south $62^{\circ} 58' 25''$ east and 46.00 feet distant from station 163+64.76; thence south $28^{\circ} 55' 08''$ west for a distance of 393.66 feet to a point at the end of the layout, on the easterly location line of the existing county layout, said point bearing south $62^{\circ} 58' 25''$ east and being 33.00 feet distant from the point of ending of the above-described base line shown on plan as station 167+58.07.

The northwesterly location line begins at a point on the aforesaid Holyoke-Westfield line, said point bearing north $4^{\circ} 13' 25''$ west and being 35.08 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 33.00 feet distant therefrom to a point bearing north $4^{\circ} 25' 36''$ east and 33.00 feet distant from station 38+22.77; thence by a curve to the left of 594.07 feet radius for a distance of 388.46 feet to a point bearing north $33^{\circ} 02' 19''$ west and 30.17 feet distant from station 41+81.56; thence south $56^{\circ} 57' 41''$ west for a distance of 102.39 feet to a point bearing north $28^{\circ} 48' 06''$ west and 20.87 feet distant from station 42+85.91; thence by a curve to the right of 467.00 feet radius for a distance of 250.87 feet to a point bearing north $2^{\circ} 15' 35''$ west and 26.36 feet distant from station 45+45.96; thence south $87^{\circ} 44' 25''$ west for a distance of 134.48 feet to a point bearing north $2^{\circ} 15' 35''$ west and 32.42 feet distant from station 46+80.72; thence by a curve to the right of 664.79 feet radius for a distance of 172.17 feet to a point bearing north $12^{\circ} 34' 45''$ east and 29.00 feet distant from station 48+60.75; thence north $77^{\circ} 25' 15''$ west for a distance of 519.89 feet to a point bearing north $26^{\circ} 05' 18''$ west and 37.14 feet distant from station 53+57.43; thence by a curve to the left of 666.00 feet radius for a distance of 227.36 feet to a point bearing north $6^{\circ} 58' 49''$ west and 33.00 feet distant from station 55+97.19; thence parallel to the aforesaid base line and 33.00 feet distant therefrom to a point bearing north $62^{\circ} 34' 48''$ west and 33.00 feet distant from station 150+00.32; thence south $26^{\circ} 51' 30''$ west for a distance of 663.18 feet to a point bearing north $63^{\circ} 15' 03''$ west and

20.00 feet distant from station 156+63.27; thence parallel to the aforesaid base line and 20.00 feet distant therefrom to a point bearing north $79^{\circ} 37' 10''$ west and 20.87 feet distant from station 163+02.98; thence by a curve to the right of 40.64 feet radius for a distance of 104.06 feet to a point at the end of the layout, on the easterly location line of the existing county layout on the Southampton Road, so called, said point bearing north $79^{\circ} 37' 10''$ west and being 98.74 feet distant from the aforesaid station 163+02.98.

Said southeasterly and northwesterly location lines are further defined by bounds set at all angle points, points of curvature, at the beginning and end of the layout and at intermediate points on both sides of the road opposite stations 74, 85, 95, 105, 115, 125 and 143 of the above-described base line.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From KATHERINE E. GRIFFIN. A parcel of land in part comprising the entire width of the 1929 County layout on a new location for Hampton Pond Road, so-called, and in part on the northerly side of said road, the entire parcel lying between stations 0+00 and 3+33 $\frac{1}{2}$, bounded as follows: northerly by the northerly location line of the 1929 County layout for about 323 feet; easterly by the dividing line between cities of Westfield and Holyoke for 70.02 feet; southerly in part by the southerly location line of the 1929 County Layout and in part by the northerly location line of the existing County Layout for about 335 feet; westerly by the easterly side of a road leading to Easthampton for about 39 feet; containing about 20,400 square feet.

Parcel No. 2. From ELIZABETH CLAYTON and JOHN E. CURRAN, heirs and devisees. A parcel of land on the northerly side of Hampton Pond Road, so-called, between stations 3+75 $\frac{1}{2}$ and 16+97 $\frac{1}{2}$, bounded as follows: northerly by the northerly location line of the 1929 County Layout for about 1307 feet; easterly by the westerly side of a road leading to Easthampton for about 26 feet; southerly by the northerly location line of the existing County Layout for about 1303 feet; containing about 9,300 sq. ft.

Parcel No. 3. From J. C. HENRY LORENZ. A parcel of land on the southerly side of Hampton Pond Road, so-called, between stations 4+45 $\frac{1}{2}$ and 22+45 $\frac{1}{2}$, bounded as follows: southerly by the southerly location line of the 1929 County Layout for about 1787 feet; westerly by the easterly boundary of land of Samuel Gloth for about 13 feet; northerly by the southerly location line of the existing County Layout for about 1797 feet; containing about 19,900 square feet.

Parcel No. 4. From MARY LAMBERT. A parcel of land on the northerly and northeasterly side of Hampton Pond Road, so-called, between stations 19+07 $\frac{1}{2}$ and 34+81 $\frac{1}{2}$, bounded as follows: northerly and northeasterly in part by the northerly and northeasterly location line of

the 1929 County Layout and in part by the edge of Hampton Pond for about 1570 feet; southerly and southwesterly by the northerly and northeasterly location line of the existing County Layout for about 1586 feet; containing about 23,700 square feet.

Parcel No. 5. From SAMUEL GLOTH. A parcel of land on the southerly side of Hampton Pond Road, so-called, between stations 22+45₊ and 23+58₊, bounded as follows: southerly by the southerly location line of the 1929 County Layout for about 117 feet; northerly by the southerly location line of the existing County Layout for about 117 feet; easterly by the westerly boundary of land of J. C. Henry Lorenz, for about 13 feet; containing about 880 square feet.

Parcel No. 6. From ISRAEL ERSTEIN. A parcel of land on the southerly side of Hampton Pond Road, so-called, between stations 35+17₊ and 41+45₊ bounded as follows: southerly by the southerly location line of the 1929 County Layout for about 579 feet; southwesterly by the edge of Hampton Pond for about 40 feet; northerly by the southerly location line of the existing County Layout for about 625 feet; containing about 11,870 sq. ft.

Parcel No. 7. From E. T. GARCEAU. A parcel of land on the northerly side of Hampton Pond Road, so-called, between stations 35+25₊ and 36+75₊ bounded as follows: northerly by the northerly location line of the 1929 County Layout for about 114 feet; northeasterly by the edge of Hampton Pond for about 40 feet; southerly by the northerly side of the existing layout for about 151 feet; containing about 565 square feet.

Parcel No. 8. From E. T. GARCEAU. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 42+31₊ and 43+33₊, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 60 feet; easterly by the westerly location line of the existing County Layout for about 70 feet; southeasterly by the northwesterly side of the existing County Layout for about 38 feet; westerly by the edge of Hampton Pond for about 45 feet; containing about 1185 square feet.

Parcel No. 9. From JOHN SANDERS. A parcel of land on the southerly side of Hampton Pond Road, so-called, between stations 45+51₊ and 48+42₊ bounded as follows: southerly in part by Hampton Pond and in part by the southerly location line of the 1929 County Layout for about 312 feet; northerly by the southerly location line of the existing layout for about 300 feet; containing about 4260 square feet.

Parcel No. 10. From JOHN SANDERS. A parcel of land located in part on the southwesterly side of the Hampton Pond Road, so-called, and in part comprising the entire width of the 1929 County Layout on a new location for said road, the entire parcel lying between stations 54+00₊ and 60+70₊, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 608 feet; southerly by the northerly boundary of land of John Saalfrank, for about 74 feet; northwesterly by the northwesterly location line of the 1929 County Layout for about 418 feet; northerly by the southerly location line of the existing County Layout for about 280 feet; containing about 31,100 square feet.

Parcel No. 11. From JOHN SAALFRANK. A parcel of land on a new location for Hampton Pond Road, so-called, comprising the entire width of the 1929 County Layout, between stations 60+37₊ and 63+25₊, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 272 feet; southerly by the northerly boundary of land of H. W. Hammersley for about 66 feet; northwesterly by the northwesterly location line of the 1929 County Layout for about 267 feet; northerly by the southerly boundary of land of John Sanders, for about 74 feet; containing about 17,750 squ. ft.

Parcel No. 12. From H. W. HAMMERSLEY. A parcel of land in part on a new location for Hampton Pond Road, so-called, and comprising the entire width of the 1929 County Layout, and in part on the easterly side of said road, the entire parcel lying between stations 63+19₊ and 67+49₊, bounded as follows: easterly by the easterly location line of the 1929 County Layout, for about 430 feet; westerly in part by the easterly location line of the existing County Layout, and in part by the westerly location line of the 1929 County Layout, for a total of 431 feet; northerly by the southerly boundary of land of John Saalfrank for about 66 feet; containing about 16,430 square feet.

Parcel No. 13. From LOUIS SCHEINHOST. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 66+62₊ and 78+51₊, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 1162 feet; easterly by the westerly location line of the existing County Layout for about 215 feet; southeasterly by the northwesterly location line of the existing County Layout for about 976 feet; southwesterly by the northeasterly boundary of land of the American Sumatra Company, for about 33 feet; containing about 32,420 square feet.

Parcel No. 14. From the AMERICAN SUMATRA COMPANY. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 78+25₊ and 80+95₊, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 269 feet; northeasterly by the southwesterly boundary of land of Louis Scheinhost, for about 33 feet; southeasterly by the northwesterly location line of the existing County Layout for about 241 feet; southwesterly by the Northeasterly boundary of land of George S. Hascomb, for about 15 feet; containing about 4360 square feet.

Parcel No. 15. From ALFRED RAMSEYER. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 80+25₊ and 85+88₊, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 562 feet; southwesterly by the northeasterly side of a town road leading to Barnes' Airport for about 12 feet; northwesterly by the southeasterly location line of the existing County Layout for about 564 feet; containing about 3380 square feet.

Parcel No. 16. From GEORGE S. HASCOMB. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 80+92+ and 85+04+, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 409 feet; northeasterly by the southwesterly boundary of land of the American Sumatra Company, for about 15 feet; southeasterly by the northwesterly location line of the existing County Layout for about 411 feet; southwesterly by the northeasterly boundary of land now or formerly of John Hooks, for about 6.5 feet; containing about 4350 square feet.

Parcel No. 17. From JOHN HOOKS. (Now or formerly) A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 85+04+ and 86+00+, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 96 feet; northeasterly by the southwesterly boundary of land of George S. Hascomb, for about 6.5 feet; southeasterly by the northwesterly location line of the existing County Layout for about 96 feet; southwesterly by the northeasterly side of a road leading to College Highway for about 4 feet; containing about 500 square feet.

Parcel No. 18. From MARTIN NORRIS. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 86+01+ and 95+56+, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 954 feet; southwesterly by the northeasterly boundary of land of Vincent Barnes, for about 16.5 feet; northwesterly by the southeasterly location line of the existing County Layout for about 950 feet; northeasterly by the southwesterly side of a town road leading to Barnes' Airport for about 14 feet; containing about 15,400 square feet.

Parcel No. 19. From MARTIN NORRIS. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 86+14+ and 88+00+, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 185 feet; northeasterly by the southwesterly side of a road leading to College Highway for about 4 feet; southeasterly by the northwesterly location line of the existing County Layout for about 184 feet; containing about ³⁷⁰ square feet.

Parcel No. 20. From VINCENT BARNES. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 95+55+ and 119+00+, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 2346 feet; northwesterly by the southeasterly location line of the existing County Layout for about 2347 feet; northeasterly by the southwesterly boundary of land of Martin Norris, for about 16.5 feet; containing about 23,900 square feet.

Parcel No. 21. From VINCENT BARNES. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 101+00+ and 141+29+, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 4021 feet; southeasterly by the northwesterly location line of the existing

County Layout for about 4030 feet; westerly by the easterly boundary of land of James Noble, for about 8 feet; containing about 38,900 square feet.

Parcel No. 22. From VINCENT BARNES. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 129+00₊ and 142+26₊ bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 1326 feet; westerly by the easterly boundary of land of James Noble for about 21 feet; northwesterly by the southeasterly location line of the existing County Layout for about 1309 feet; containing about 13,350 square feet.

Parcel No. 23. From JAMES NOBLE. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 141+22₊ and 144+34₊, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 303 feet; northeasterly by the southwesterly boundary of land of Vincent Barnes, for about 8 feet; southeasterly by the northwesterly location line of the existing County Layout for about 305 feet; westerly by the easterly boundary of land of Vincent Barnes for about 10 feet; containing about 1520 square feet.

Parcel No. 24. From JAMES NOBLE. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 142+09₊ and 145+22₊ bounded as follows: south-easterly by the southeasterly location line of the 1929 County Layout for about 296 feet; southwesterly by the northeasterly boundary of land of Vincent Barnes for about 19 feet; northwesterly by the southeasterly location line of the existing County Layout for about 298 feet; easterly by the westerly boundary of land of Vincent Barnes for about 21 feet; containing about 3260 square feet.

Parcel No. 25. From VINCENT BARNES. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 144+25₊ and 156+63₊ bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 1237 feet; easterly by the westerly boundary of land of James Noble for about 10 feet; southeasterly by the northwesterly location line of the existing County Layout for about 1229 feet; containing about 6800 square feet.

Parcel No. 26. From VINCENT BARNES. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 145+06₊ and 156+79₊, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 1153 feet; southwesterly by the northeasterly boundary of land of the Polish Cemetery Association for about 17 feet; northwesterly by the southeasterly location line of the existing County Layout for about 1170 feet; easterly by the westerly boundary of land of James Noble for about 19 feet; containing about 13200 square feet.

Parcel No. 27. From the POLISH CEMETERY ASSOCIATION. A parcel of land on the southeasterly side of Hampton Pond Road, so-called, between stations 156+77+ and 167+58+, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 1081 feet; northwesterly by the southeasterly location line of the existing County Layout for about 1081 feet; northeasterly by the southwesterly boundary of land of Vincent Barnes, for about 17 feet; containing about 13,050 sq. ft.

Parcel No. 28. From the POLISH CEMETERY ASSOCIATION. A parcel of land on the northwesterly side of Hampton Pond Road, so-called, between stations 156+83+ and 164+37+, bounded as follows: northerly and northwesterly by the northwesterly and northerly location line of the 1929 County Layout for about 729 feet; southeasterly and southerly by the northwesterly and northerly location line of the existing County Layout for about 764 feet; westerly by the easterly location line of an existing County Layout on Southampton Road, so-called, for about 120 feet; containing about 4880 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the City of Westfield, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the fifteenth day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having hears the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Katherine E. Griffin	\$1.00
Elizabeth Clayton and John E. Curran, heirs and devisees	1.00
Henry Lorenz	1.00
Mary Lambert	1.00
Samuel Gloth	1.00
Israel Erstein	1.00
E. T. Garceau	1.00
E. T. Garceau	1.00
John Sanders	1.00
John Sanders	1.00
John Saalfrank	1.00
H. W. Hammersley	1.00
Louis Scheinhost	1.00
American Sumatra Company	1.00
Alfred Ramseyer	1.00
George S. Hascomb	1.00
John Hooks (now or formerly)	1.00

Martin Norris	\$1.00
Martin Norris	1.00
Vincent Barnes	1.00
Vincent Barnes	1.00
Vincent Barnes	1.00
James Noble	1.00
James Noble	1.00
Vincent Barnes	1.00
Vincent Barnes	1.00
Polish Cemetery Association	1.00
Polish Cemetery Association	1.00

The work is to consist of contracting a reinforced concrete slab bridge over Hampden Pond, and to grade, surface with bituminous macadam and otherwise improve about 16,694 feet on said road which leads from Holyoke to Westfield, and being locally known as the Holyoke Road, the work to begin at the Holyoke line, station 0, and extend in a westerly direction to station 167+00, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Westfield one-third of the cost and expense thereof and not exceeding TWENTY-SEVEN THOUSAND DOLLARS (\$27,000.00) towards the repairing of this highway.

The City of Westfield shall pay all land damages.

John G. Maxfield }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 30, A.D. 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, CLERK

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT, the undersigned Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that specific repairs and new construction be made upon the main highway in said town of Wilbraham running from Wilbraham Center to the town of Hampden beginning at station #?? and running northerly about 3,000 ft.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs and new construction on main highway running from Wilbraham Center to Town of Hampden, beginning at sta. #77 and running northerly about 3,000 feet, and for aid

WHEREFORE, your petitioners pray that your Honorable Board after due notice, view and hearing proceed to order specific repairs and new construction on said highway and that said County contribute a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.00) towards the expense of said repairs and construction.

Dated this twenty-second day of April 1929.

Fred W. Green	}	Selectmen
Fred Dobbs		of
W. H. McGuire		Wilbraham

The foregoing petition was entered on the 30th day of April 1929, and due proceedings having been had thereon, on the 16th day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Selectmen of the Town of Wilbraham for specific repairs and new construction on main highway running from Wilbraham Center to Town of Hampden beginning at station No. 77 and running northerly about 3,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being locally known as South Main Street, to grade, surface with bituminous macadam and otherwise improve about 2,770 feet, the work to begin at the end of the section of said road improved in 1928, station 75+30, and extend in a northerly direction to station 103+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

John G. Maxfield	}	County
Charles W. Bray		Commissioners
Edward J. Stapleton		of the County of Hampden

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Selectmen of the Town of Brimfield, that common convenience and necessity require that the road leading from Brimfield to Warren known as Warren Road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at Station 42 and go to approximately Station 75 that the County of Hampden will be greatly benefited by said repairs if same are made.

Brimfield, Selectmen of the Town of Petrs. for specific repairs on Warren Road beginning at station 42 and go to approximately station 75, and for aid.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of April 1929.

Jas. A. G. Hoyt }
F. B. Haley } Selectmen
G. N. Freeman } of the Town
of Brimfield

The foregoing petition was entered on the 1st day of May 1929, and due proceedings having been had thereon, on the 2nd day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1929

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at station 42 and go to approximately station 75, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Brimfield to Warren, and being locally known as the Warren Road, to grade, surface with gravel and tar and otherwise improve about 3,000 feet, the work to begin at the southeasterly end of the section of said road improved in 1928, station 42, and extend in a south-easterly direction to station 72; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

John G. Maxfield }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden

October meeting 1929

Westfield, Mayor of the City of, Petr. for specific repairs on Montgomery Road leading from Westfield to Montgomery thru Wyben, and for aid.

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TO THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN: May 3, 1929.

RESPECTFULLY REPRESENTS your petitioner, the Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the road leading from Westfield to Montgomery through Wyben, known as the Montgomery Road, should be specifically repaired, hardened and rebuilt, beginning at or near intersection of Montgomery Road with Notre Dame Street, so-called, and extending northerly about seven thousand (7,000) feet; also beginning at or near intersection of Montgomery Road with West Road, so-called, and extending northerly about one thousand (1,000) feet to the bridge over Powder Mill Brook, so-called, and that the County of Hampden will be greatly benefited by the same.

WHEREFORE your petitioner respectfully requests that your Honorable Board determine and order specific repairs, hardening and rebuilding be made, and make such order with reference to payment of the cost of same as they deem to be just and reasonable.

Louis L. Keefe, Mayor

VOTE OF THE CITY COUNCIL:

CITY OF WESTFIELD, MASSACHUSETTS

May 3, 1929.

County Commissioners,
County of Hampden,
Court House Building,
Springfield, Mass.

Gentlemen:-

This is to certify that at a meeting of the City Council held April 4, 1929, with all members present, it was unanimously VOTED: That \$5,000 be appropriated for the construction of the Montgomery Road.

This is to certify further that at a meeting of the City Council held May 2, 1929, with all members present, it was unanimously VOTED: That the Mayor be authorized to sign a contract on behalf of the City relating to the construction of the Montgomery Road.

Very truly yours,

J. Chambers Dewey

City Clerk

Seal

The foregoing petition was entered on the 4th day of May 1929, and due proceedings having been had thereon, on the 16th day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

On the petition of the Mayor of the City of Westfield for specific repairs on Montgomery Road leading from Westfield to Montgomery thru Wyben, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from

Westfield to Montgomery, and being locally known as the Montgomery Road, to grade, surface with gravel and otherwise improve about 8.325 feet, the work to begin at the southerly end of the section of said road improved in 1928, station 15, and extend in a southerly direction through station 0 to station 54; beginning again at station 99, and extending in a northerly direction to station 114+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

John G. Maxfield	}	County Commissioners of the County of Hampden
Charles W. Bray		
Edward J. Stapleton		

TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENTS your petitioners, the Selectment of the Town of Wales, that common convenience and necessity requires a relocation and specific repairs in a certain highway located in the Town of Wales known as Monson Road leading from Wales to Monson the work to begin at Monson Town Line and go as far as money will go, that the County of Hampden will be greatly benefited by the same.

Wales, Selectment of the Town of Petre, for relocation and specific repairs on Monson Road leading from Wales to Monson beginning at Monson Town Line, and for aid.

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WHEREFORE the said County Commissioners are respectfully petitioned to do all things necessary to accomplish the said relocation and specific repairs in conformity with law, and that the County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this sixth day of May 1929.

Richard L. Royce	}	Selectmen of the Town of Wales
Dawes S. Perry		
Maurice C. Hynes		

The foregoing petition was entered on the 8th day of May 1929, and due proceedings having been had thereon, on the 30th day of October 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Selectment of the Town of Wales for relocation and specific repairs on the Monson Road leading from Wales to Monson beginning at Monson Town Line and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the road leading

from Monson to Wales and being locally known as the Monson Road, to grade, surface with gravel and otherwise improve about 650 feet, the work to begin at the Monson line, station 0, and extend in an easterly direction to station 6+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wales.

John G. Maxfield }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden

Holyoke, Mayor of, petr. for layout, re-location, alteration, widening and specific repairs on Westfield Road in the City of Holyoke, beginning at Ashley Pond and running approx. two and one-half miles, and for aid.

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Plans in drawer of plan case.

TO THE HONORABLE COUNTY COMMISSIONERS: ~~XXXXXXCOUNTYXXXXXXHAMPDEN~~;

RESPECTFULLY represents your petitioner, the Mayor of Holyoke, duly authorized by the vote of the Board of Aldermen hereto annexed, that public convenience and necessity require the layout out, re-location, alteration, widening and specific repairs, in the certain highway located in the City of Holyoke, known as the Westfield Road, leading from Holyoke to Westfield, work to begin at Ashley Pond, running approximately two and one half (2 1/2) miles; and that the County of Hampden will be greatly benefitted by the same.

WHEREFORE the said County Commissioners are respectfully petitioned to do all things necessary to accomplish said layout out, re-location, alteration, widening and specific repairs in conformity with the law, and that the County contribute to the expense of laying out, re-location, alteration, widening and specific repairs, together with the appropriation from the State and the City.

Dated at Holyoke, Mass. this 10th day of May, 1929.

Fred G. Burnham, Mayor

At a meeting of the Board of Aldermen of the city of Holyoke held on May 7, 1929, the following order was adopted and approved by the Mayor on May 8, 1929.

Ordered, that the Two Hundred Fifty Thousand Dollar (\$250,000.00) Bond Issue for Highways and Sidewalks be segregated as follows:

Highways Macadam Construction.....\$200,000
Sidewalks Construction..... 50,000

Ordered further that of the Two Hundred Thousand (\$200,000) Dollars provided for Highways Macadam Construction the sum of Thirty Six Thousand Dollars (\$36,000.00) be appropriated to meet the City's share of the cost of the proposed Holyoke and Westfield Road.

To the Hon the Board of Aldermen

Gentlemen: I recommend the passage of the foregoing Order at the meeting of your Board to be held May 7, 1929.

Attest:
John F. Sheehan
(Seal) City Clerk.

Fred.G.Burnham.
MAYOR

At a meeting of the Board of Aldermen of the City of Holyoke held on April 16, 1929, the following order was adopted and approved by the Mayor on April 24, 1929.

Ordered, that the Mayor be and he is hereby authorized to accept the proposal made by the Department of Public Works of the Commonwealth of Massachusetts for the construction of the so-called Holyoke-Westfield road.

Seal

Attest:

John F. Sheehan
City Clerk.

The foregoing petition was entered on the 13th day of May 1929, and due proceedings having been had thereon, on the 30th of October 1929, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Mayor of Holyoke for layout, re-location, alteration, widening and specific repairs on Westfield Road in the City of Holyoke beginning at Ashley Pond and running approximately two and one-half miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be laid out, relocated, altered, widened and specific repairs made thereon, and do now layout, relocate, alter, widen and order specific repairs on said highway in the manner following:

The layout is located on the Rock Valley Road, so called, and begins at the dividing line between the cities of Westfield and Holyoke, extending thence in a general northeasterly direction, in part by cutoffs or new locations, for a total distance of about 2 miles, being more fully described as follows:-

The base line begins at a point on the aforesaid Westfield-Holyoke line, said point being about 175 feet northerly from the centre of the present road, and being shown on plan as station 0, and extends thence northeasterly by a curve to the left, as shown on plan, of 994.83 feet radius for a distance of 554.17 to a point shown on plan as station 5+54.17, said station equalling station 6+36.95 for the line ahead, thence north 34° 22' 35" east for a distance of 301.14 feet; thence north 35° 53' 35" east for a distance of 2390.92 feet; thence north 31° 59' 35" east for a distance of 438.46 feet; thence north 25° 48' 05" east for a distance of 374.80 feet; thence north 27° 28' 35" east for a distance of 681.50 feet; thence north 32° 55' 05" east for a distance of 616.68 feet; thence by a curve to the right of 600.73 feet radius for a distance of 868.57 feet; thence south 64° 14' 25" east for a distance of 1114.55 feet; thence by a curve to the right

of 603.56 feet radius for a distance of 706.50 feet; thence south $2^{\circ} 49' 40''$ west for a distance of 746.00 feet; thence by a curve to the left of 649.51 feet for a distance of 294.83 feet; thence south $23^{\circ} 10' 50''$ east for a distance of 455.08 feet; thence by a curve to the left of 600.46 feet radius for a distance of 978.02 feet to a point at the end of the layout, shown on plan as station 106+04.00. Length equals 10,521.22 feet.

The northwesterly location line begins at a point on the aforesaid Westfield-Holyoke line, said point bearing north $4^{\circ} 13' 25''$ west and being 35.08 feet distance from the point of beginning of the above-described base line shown on plan as station 0, and extends thence northeasterly by a curve to the left, as shown on plan, of 1017.07 feet radius for a distance of 554.19 feet to a point bearing north $6^{\circ} 44' 51''$ west and 38.01 feet distant from station 5+54.17; thence parallel to the above-described base line and 25.00 feet distance therefrom to a point bearing north $53^{\circ} 50' 57''$ west and 25.00 feet distant from station 19+99.89; thence north $36^{\circ} 24' 31''$ east for a distance of 1290.21 feet to a point bearing south $54^{\circ} 54' 29''$ west and 41.09 feet distant from station 33+29.01; thence north $31^{\circ} 59' 35''$ west and 19.32 feet distant from station 37+67.47; thence north $24^{\circ} 37' 04''$ east for a distance of 384.15 feet to a point bearing north $63^{\circ} 40' 55''$ west and 25.01 feet distant from station 41+42.27; thence north $28^{\circ} 01' 06''$ east for a distance of 529.26 feet to a point bearing north $61^{\circ} 21' 39''$ west and 20.00 feet distant from station 46+70.59; thence north $29^{\circ} 15' 35''$ east for a distance of 306.83 feet to a point bearing north $58^{\circ} 54' 40''$ west and 25.01 feet distant from station 49+76.80; thence north $32^{\circ} 55' 05''$ east for a distance of 859.45 feet to a point bearing north $24^{\circ} 49' 09''$ west and 139.25 feet distant from station 57+78.71; thence south $57^{\circ} 04' 55''$ west for a distance of 50.00 feet to a point bearing north $39^{\circ} 06' 25''$ west and 102.38 feet distant from station 58+30.74; thence southwesterly to southerly to easterly by a curve of 38.16 feet radius for a distance of 95.93 feet to a point bearing north $39^{\circ} 06' 25''$ west and 29.79 feet distant from the said station 58+30.74; thence by a curve to the right of 625.02 feet radius for a distance of 511.52 feet to a point bearing north $25^{\circ} 45' 35''$ east and 30.00 feet distant from station 63+09.02; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south $87^{\circ} 10' 20''$ east and 30.00 feet distant from station 81+30.07; thence south $2^{\circ} 49' 40''$ west for a distance of 791.47 feet to a point bearing south $30^{\circ} 35' 23''$ east and 54.47 feet distant from station 88+76.07; thence by a curve to the left of 470.00 feet radius for a distance of 220.87 feet to a point bearing north $32^{\circ} 36' 17''$ east and 30.55 feet distant from station 91+70.90; thence south $24^{\circ} 05' 50''$ east for a distance of 295.64 feet to a point bearing north $64^{\circ} 03' 53''$ east and 30.03 feet distant from station 94+50.77; thence south $27^{\circ} 46' 24''$ east for a distance of 277.29 feet to a point bearing north $62^{\circ} 13' 36''$ east and 43.40 feet distant from station 97+29.71; thence by a curve to the left of 470.00 feet radius for a distance of 536.96 feet to a

point bearing north $3^{\circ} 13' 54''$ west and 42.45 feet distant from station 103+06.25; thence south $86^{\circ} 46' 06''$ east for a distance of 128.49 feet to a point bearing north $3^{\circ} 13' 54''$ west and 40.20 feet distant from station 104+35.00; thence by a curve to the left of 470.00 feet radius for a distance of 156.07 feet to a point at the end of the layout, bearing north $26^{\circ} 30' 10''$ west and 23.61 feet distant from the point of ending of the above-described base line shown on plan as station 106+04.00.

The southeasterly location line begins at a point on the aforesaid Westfield-Holyoke line, said point bearing south $4^{\circ} 13' 25''$ east and being 34.94 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence northeasterly by a curve to the left of 976.95 feet radius for a distance of 555.29 feet to a point bearing south $8^{\circ} 00' 57''$ east and 37.08 feet distant from station 5+54.17; thence parallel to the base line, as above described and 25.00 feet distant therefrom to a point bearing south $53^{\circ} 50' 57''$ east and 25.00 feet distant from station 19+99.89; thence north $36^{\circ} 24' 31''$ east for a distance of 1291.91 feet to a point bearing south $8^{\circ} 31' 44''$ east and 52.33 feet distant from station 33+29.01; thence north $31^{\circ} 59' 35''$ east for a distance of 470.63 feet to a point bearing south $45^{\circ} 23' 15''$ east and 34.84 feet distant from station 37+67.47; thence north $24^{\circ} 37' 04''$ east for a distance of 385.89 feet to a point bearing south $63^{\circ} 40' 55''$ east and 25.01 feet distant from station 41+42.27; thence north $28^{\circ} 01' 06''$ east for a distance of 527.23 feet to a point bearing south $61^{\circ} 21' 39''$ east and 30.00 feet distant from station 46+70.59; thence north $29^{\circ} 15' 35''$ east for a distance of 304.70 feet to a point bearing south $58^{\circ} 54' 40''$ east and 25.01 feet distant from station 49+76.80; thence north $32^{\circ} 55' 05''$ east for a distance of 457.19 feet to a point bearing south $44^{\circ} 18' 36''$ east and 25.63 feet distant from station 54+40.45; thence by a curve to the right of 576.44 feet radius for a distance of 833.45 feet to a point bearing south $25^{\circ} 45' 35''$ west and 30.00 feet distant from station 63+09.02; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north $87^{\circ} 10' 20''$ west and 30.00 feet distant from station 81+30.07; thence south $2^{\circ} 49' 40''$ west for a distance of 791.47 feet to a point bearing south $36^{\circ} 14' 43''$ west and 54.47 feet distant from station 88+76.07; thence by a curve to the left of 530.00 feet radius for a distance of 249.06 feet to a point bearing north $88^{\circ} 08' 56''$ west and 38.33 feet distant from station 91+70.90; thence south $24^{\circ} 05' 50''$ east for a distance of 297.57 feet to a point bearing south $64^{\circ} 03' 53''$ west and 30.00 feet distant from station 94+50.77; thence south $27^{\circ} 46' 24''$ east for a distance of 279.21 feet to a point bearing south $62^{\circ} 13' 36''$ west and 16.60 feet distant from station 97+29.71; thence by a curve to the left of 530.00 feet radius for a distance of 605.51 feet to a point bearing south $3^{\circ} 13' 54''$ east and 17.55 feet distant from station 103+06.25; thence south $86^{\circ} 46' 06''$ east for a distance of 128.49 feet to a point bearing south $3^{\circ} 13' 54''$ east and 19.80 feet

distant from station 104+35.00; thence by a curve to the left of 530.00 feet radius for a distance of 180.45 feet to a point at the end of the layout, bearing south 26° 30' 10" east and 36.54 feet distant from the point of ending of the above-described base line shown on plan as station 106+04.00.

The location lines as above described are further defined by bounds set at all angle points, points of curvature and at the beginning and end of the layout; also at intermediate points bearing north 53° 35' 29" west and south 53° 35' 29" east and 19.15 and 30.85 feet distant, respectively, from station 26+50.00 of the above-described base line.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From KATHERINE E. GRIFFIN, DELIA WOLOHAN, and MARY BOARDWAY. A parcel of land in part comprising the entire width of the 1929 County Layout on a new location for Rock Valley Road, so-called, and in part located on the northwesterly side of said road, the entire parcel lying between stations 0+00 and 6+44₊ bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 533 feet; southeasterly in part by the northwesterly location line of the 1849 County Layout, as defined by a fence, and in part by the southeasterly location line of the 1929 County Layout for a total of about 586 feet; westerly by the dividing line between the cities of Westfield and Holyoke for a distance of 70.02 feet; containing about 21,900 square feet.

Parcel No. 2. From KATHERINE E. GRIFFIN, DELIA WOLOHAN, and MARY BOARDWAY. A parcel of land on the northwesterly side of Rock Valley Road, so-called, between stations 10+95₊ and 12+73₊, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 178 feet; southeasterly by the northwesterly location line of the 1849 County Layout, as defined by a fence for about 179 feet; southwesterly by the southwesterly end of taking for about 2 feet; containing about 180 square feet.

Parcel No. 3. From JAMES and ELLEN GILHOOLEY. A parcel of land on the southeasterly side of Rock Valley Road, so-called, between stations 10+95₊ and 28+32₊, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 1736 feet; southwesterly by the southwesterly end of taking for about 2 feet; northwesterly by the southeasterly location line of the 1849 County Layout as defined by a fence for about 1734 feet; northeasterly by the northeasterly end of taking for about 3 feet; containing about 3890 square feet.

Parcel No. 4. From KATHERINE E. GRIFFIN, DELIA WOLOHAN, and MARY BOARDWAY. A parcel of land on the northwesterly side of Rock Valley Road, so-called, between stations 14+51₊ and 23+00₊, bounded as follows: northwesterly by the northwesterly location line of the

1929 County Layout for about 849 feet; southeasterly by the northwesterly location line of the 1849 County Layout, as defined by a fence for about 851 feet; containing about 1860 square feet.

Parcel No. 5. From JOHN N. TREMPER. A parcel of land on the southeasterly side of Rock Valley Road, so-called, between stations 45+52+ and 51+32+, bounded as follows: southeasterly by the southeasterly location line of the 1929 County Layout for about 577 feet; northwesterly by the southeasterly location line of the 1849 County Layout as defined in part by a stone wall and in part assumed for about 579 feet; containing about 2810 square feet.

Parcel No. 6. From CARL and HATTIE BINDER. A parcel of land on the northwesterly side of Rock Valley Road, so-called, between stations 52+02+ and 57+83+, bounded as follows: northwesterly by the northwesterly location line of the 1929 County Layout for about 633 feet; northeasterly by the northeasterly end of taking for about 9 feet; southwesterly by the northeasterly location line of the 1849 County Layout; as defined in part by a stone wall and in part assumed, for about 635 feet; southwesterly by the northeasterly boundary of land of Max and Elsa Schluckwerder for about 1.5 feet; containing about 3320 square feet.

Parcel No. 7. From JOHN N. TREMPER. A parcel of land in part comprising the entire width of the 1929 County Layout on a new location of Rock Valley Road, so-called and in part lying on the southeasterly side of said road, between stations 54+98+ and 64+54+, bounded as follows: northwesterly by the southeasterly location line of the 1849 County Layout as defined by a stone wall for about 318 feet; northerly by the northerly location line of the 1929 County Layout for about 626 feet; northeasterly by the assumed southwesterly location line of aforementioned 1849 County Layout for about 116 feet; and southerly and southeasterly by the southerly and southeasterly location line of the 1929 County Layout for about 917 feet; containing about 48,250 square feet.

Parcel No. 8. From GEORGE K. and BERTHA SCHOENFELDT. A parcel of land comprising the full width of the 1929 County Layout on a new location for Rock Valley Road, so-called and lying on the northeasterly side of said road between stations 64+80+ and 81+46+, bounded as follows: northeasterly by the northeasterly location line of the 1929 County Layout for about 1689 feet; southerly by the northerly boundary of land of Holyoke Water Works for about 54 feet; southwesterly in part by the southwesterly location line of the 1929 County Layout and in part by the northeasterly location line of the 1849 County Layout for a total of about 1537 feet; containing about 97,000 square feet.

Parcel No. 9. From HOLYOKE WATER WORKS. A parcel of land on the easterly side of Rock Valley Road, so-called, between stations 81+37+ and 82+58+ bounded as follows: easterly by the easterly location line of the 1929 County Layout for about 122 feet; southerly by the northerly boundary of land now, or formerly, owned by C. C. Abbey, for about 33 feet; westerly by the easterly location line of the 1849

County Layout for about 114 feet; northerly by the southerly boundary of land of George K. and Bertha Schoenfeldt for about 54 feet; containing about 5130 square feet.

Parcel No. 10. From C. C. ABBEY (now, or formerly). A parcel of land on the easterly side of Rock Valley Road, so-called, between stations 82+58₊ and 84+96₊, bounded as follows: easterly by the easterly location line of the 1929 County Layout for about 239 feet; southerly by the northerly boundary of land now, or formerly of H. E. Gaylord, for about 20 feet; westerly by the easterly location line of the 1849 County Layout for about 239 feet; northerly by the southerly boundary of land of Holyoke Water Works for about 33 feet; containing about 6335 square feet.

Parcel No. 11. From H. E. GAYLORD (now, or formerly). A parcel of land on the easterly side of Rock Valley Road, so-called, between stations 84+96₊ and 87+63₊, bounded as follows: easterly by the easterly location line of the 1929 County Layout for about 268 feet; southerly by the northerly boundary of land of Holyoke Water Works for about 5 feet; westerly by the easterly location line of the 1849 County Layout for about 268 feet; northerly by the southerly boundary of land of C. C. Abbey for about 20 feet; containing about 3350 square feet.

Parcel No. 12. From LAWRENCE T. GRIFFIN. A parcel of land on the westerly side of Rock Valley Road, so-called, between stations 86+61₊ and 87+21₊, bounded as follows: westerly by the westerly location line of the 1929 County Layout for about 59 feet; easterly by the westerly location line of the 1849 County Layout for about 60 feet; southerly by the northerly boundary of land of Carrie R. Forbes for about 3 feet; containing about 90 square feet.

Parcel No. 13. From CARRIE R. FORBES. A parcel of land on the westerly side of Rock Valley Road, so-called, between stations 87+21₊ and 90+89₊, bounded as follows: westerly by the westerly location line of the 1929 County Layout for about 380 feet; northerly by the southerly boundary of land of Lawrence T. Griffin for about 3 feet; easterly by the westerly location line of the 1849 County Layout for about 377 feet; southerly by the northerly boundary of land of Holyoke Water Works for about 17.5 feet; containing about 3740 square feet.

Parcel No. 14. From HOLYOKE WATER WORKS. A parcel of land on the easterly side of Rock Valley Road, so-called, between stations 87+63₊ and 88+40₊, bounded as follows: easterly by the easterly location line of the 1929 County Layout for about 79 feet; westerly by the easterly location line of the 1849 County Layout for about 79 feet; northerly by the southerly boundary of land now, or formerly of H. E. Gaylord for about 5 feet; containing about 200 sq. ft.

Parcel No. 15. From HOLYOKE WATER WORKS. A parcel of land on the westerly side of Rock Valley Road, so-called, between stations 90+87₊ and 94+50₊, bounded as follows: westerly by the westerly location line of the 1929 County Layout for about 368 feet; northerly by the southerly boundary of land of Carrie R. Forbes for about 17.5 feet; easterly by the westerly location line of the 1849 County Layout for

about 366 feet; containing about 4025 square feet.

Parcel No. 16. From HOLYOKE WATER WORKS. A parcel of land on the northeasterly and northerly side of Rock Valley Road, so-called, between stations 92+83+ and 105+26+, bounded as follows: northeasterly and northerly by the northeasterly and northerly location line of the 1929 County Layout for about 1191 feet; southerly and southwesterly by the northerly and northeasterly location line of the 1849 County Layout for about 1217 feet; containing about 14,130 square feet.

Parcel No. 17. From the HOLYOKE WATER WORKS. A parcel of land on the southwesterly side of Rock Valley Road, so-called, between stations 95+18+ and 98+02+, bounded as follows: southwesterly by the southwesterly location line of the 1929 County Layout for about 290 feet; northeasterly by the Southwesterly location line of the 1849 County Layout for about 290 feet; containing about 1460 square feet.

Parcel No. 18. From HOLYOKE WATER WORKS. A parcel of land on the southerly side of Rock Valley Road, so-called, between stations 102+50+ and 106+04.00, bounded as follows: southerly by the southerly location line of the 1929 County Layout for about 369 feet; northerly by the southerly location line of the 1849 County Layout for about 366 feet; easterly by the easterly end of taking as defined by the end of the 1929 County Layout for about 9 feet; containing about 2600 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the City of Holyoke, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the fifteenth day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Katherine E. Griffin, Delia Wolohan and Mary Boardway	\$1.00
Katherine E. Griffin, Delia Wolohan and Mary Boardway	1.00
James and Ellen Gilhoolley	1.00
Katherine E. Griffin, Delia Wolohan and Mary Boardway	1.00
John N. Tremper	1.00
Carl and Hattie Binder	1.00
John N. Tremper	1.00
George K. and Bertha Schoenfeldt	1.00
Holyoke Water Works	1.00
C. C. Abbey (now, or formerly).	1.00
H. E. Gaylord (now, or formerly).	1.00

Lawrence T. Griffin	\$1.00
Carrie R. Forbes	1.00
Holyoke Water Works	1.00
Holyoke Water Works	1.00
Holyoke Water Works	1.00
Holyoke Water Works	1.00
Holyoke Water Works	1.00

The work is to consist of grading, surfacing with bituminous macadam and otherwise improving about 10,567 feet on said road which leads from Westfield to Holyoke, and being locally known as the Westfield Road, the work to begin at the Westfield line, station 0, and extend in an easterly direction to station 106+50, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Holyoke one-third of the cost and expense thereof and not exceeding TWENTY-SEVEN THOUSAND DOLLARS (\$27,000.00) towards the repairing of this highway.

The City of Holyoke shall pay all land damages.

John G. Maxfield	} County Commissioners of the County of Hampden. Assoc. Commissioner
Charles W. Bray	
William H. Ensign	

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 30, A.D. 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun
CLERK

MONSON, MASS.

Monson, Highway
Commission, Petrs.
for specific repairs
on part of State
Avenue which lies
between Monson and
Palmer from the
Quaboag River south-
erly, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Highway Commission of the Town of Monson, in said County, that common convenience and necessity require that State Ave. from the Quaboag river southerly an existing highway in said Town which lies between Monson and Palmer, that part of said road be specifically repaired by grading resurfacing and hardening or otherwise repaired as may be necessary.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify repairs and order them to be made and that said County contribute to the expense of said repairs, together with the State and Town.

Dated this fourteenth day of May, 1929.

C. M. Foley	} Monson Highway Commission
C. L. Ricketts	
R. K. Squier	

The foregoing petition was entered on the 15th day of May 1929, and due proceedings having been had thereon, on the 18th day of December 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 18, 1929

On the petition of the Highway Commission of the Town of Monson for specific repairs on part of State Avenue in said Monson and for aid, and on the petition of the Road Commissioners of the Towns of Monson and Palmer for construction of new bridge over Quaboag River connecting State Avenue in Monson and Bridge Street in Palmer, and for aid.

From the necessity of the case, both petitions are considered together.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made, also, said Commissioners did on the twenty-sixth day of June, A. D. 1929, view said bridge and hear all parties interested and did adjudge that construction of a bridge and approaches should be made.

At the time of said views, no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs as petitioned for on State Avenue in Monson and order the construction of a bridge and approaches in the Towns of Monson and Palmer, the work to begin at about station 0+0 said station being on Bridge Street in Palmer at Water Street and extending thence southwesterly on said Bridge Street in Palmer and State Avenue in Monson to about station 16. The length of the proposed work is about 1600 feet including a re-inforced concrete bridge over the Quaboag River at the town line; according to contract of the Department of Public Works, on file with this case.

The construction of the bridge and approaches and specific repairs on State Avenue to be made and completed to the satisfaction of the County Commissioners.

WHEREAS, by agreement between the Commonwealth, the Towns of Monson and Palmer, and the County of Hampden, it is provided that of the total expense of rebuilding said bridge and approaches, and specific repairs on State Avenue in Monson, that the Town of Palmer shall contribute the sum of \$9,000. on the bridge; the Town of Monson shall contribute the sum of \$8,000. on the bridge and \$2,000. on State Avenue; the County to contribute the sum of \$9,000. on the bridge and \$2,000. on State Avenue, the balance of the cost of the bridge and specific repairs on State Avenue to be paid by the Commonwealth.

AND WHEREAS, the work has been in charge of and performed by the Commonwealth and in the performance of said work, the Commonwealth made an entire contract for all the work for the sum and price of \$40,093.75 which amount the Commonwealth has advised the County Commissioners it is not able to separate and apportion the amount that each of the paying parties is to pay for the separate portions of said work.

NOW THEREFORE, the County of Hampden shall pay to the Town of Monson as the County's share, the sum of \$11,000. less such sum as is paid by the County to the Town of Palmer as its share of the cost of the construction of the new bridge over the Quaboag River as petitioned for by said Towns of Monson and Palmer, petition #55.

AND, the County of Hampden shall pay to the Town of Palmer as the County's share, the sum of \$11,000. less such sum as is paid by the County to the Town on Monson as its share of the cost of the construction of the new bridge over the Quaboag River as petitioned for by said Towns of Monson and Palmer, petition #55, and for specific repairs on State Avenue in Monson as petitioned for by the Town of Monson, petition #54.

All damages sustained by any person by reason of said construction shall be paid, if arising in the Town of Monson, by the Town of Monson, and if arising in the Town of Palmer, by the Town of Palmer.

John G. Maxfield	} County Commissioners of the County of Hampden.
Charles W. Bray	
Edward J. Stapleton	

Palmer and Monson,
Road Commissioners
of the Towns of,
Petr. for construc-
tion of new bridge
over Quaboag River
connecting State
Ave., in Monson and
Bridge St., in Palmer
and for aid.

To the County Commissioners of the County of Hampden in the Commonwealth of Massachusetts:

Respectfully represent your petitioners, Road Commissioners of the Towns of Palmer and Monson, that there is a bridge over the Quaboag River, near the Boston & Albany railroad station in the Town of Palmer, connecting State Avenue in said Monson and Bridge Street in said Palmer, and that said bridge is a part of said public ways; that said bridge is in a dangerous condition, unfit for use, and is now closed to public travel, and that common convenience and necessity require that a new bridge should be constructed in place of the present one.

Wherefore your petitioners pray that, after due notice had in the premises, your Honorable Board will determine, specify and order that a new bridge be so constructed in said ways and that said County of Hampden contribute a sum not to exceed nine thousand dollars (\$9,000.00), together with a contribution in a like amount from the Commonwealth and the Town of Palmer, and a sum not exceeding eight thousand dollars (\$8000.00) from the Town of Monson, toward the

expense of said construction and improvements.

Homer A. Shaw	}	Road Commissioners
Sherman M. Stebbins		of
Thomas J. Moran		Palmer
C. M. Foley	}	Road Commissioners
C. L. Ricketts		of
		Monson

April 12, 1929.

The foregoing petition was entered on the 15th day of May 1929, and due proceedings having been had thereon, on the 18th day of December 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1929

On the petition of the Highway Commission of the Town of Monson for specific repairs on part of State Avenue in said Monson and for aid, and on the petition of the Road Commissioners of the Towns of Monson and Palmer for construction of new bridge over Quaboag River connecting State Avenue in Monson and Bridge Street in Palmer, and for aid.

From the necessity of the case, both petitions are considered together.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made, also, said Commissioners did on the twenty-sixth day of June, A. D. 1929, view said bridge and hear all parties interested and did adjudge that construction of a bridge and approaches should be made.

At the time of said views, no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs as petitioned for on State Avenue in Monson and order the construction of a bridge and approaches in the Towns of Monson and Palmer, the work to begin at about station 0+0 said station being on Bridge Street in Palmer at Water Street and extending thence southwesterly on said Bridge Street in Palmer and State Avenue in Monson to about station 16. The length of the proposed work is about 1600 feet including a re-inforced concrete bridge over the Quaboag River at the town line; according to contract of the Department of Public Works, on file with this case.

The construction of the bridge and approaches and specific repairs on State Avenue to be made and completed to the satisfaction of the County Commissioners.

WHEREAS, by agreement between the Commonwealth, the Towns of Monson and Palmer, and the County of Hampden, it is provided that of the total expense of rebuilding said bridge and approaches, and

specific repairs on State Avenue in Monson, that the Town of Palmer shall contribute the sum of \$9,000. on the bridge; the Town of Monson shall contribute the sum of \$8,000. on the bridge and \$2,000. on State Avenue; the County to contribute the sum of \$9,000. on the bridge and \$2,000. on State Avenue, the balance of the cost of the bridge and specific repairs on State Avenue to be paid by the Commonwealth.

AND WHEREAS, the work has been in charge of and performed by the Commonwealth and in the performance of said work, the Commonwealth made an entire contract for all the work for the sum and price of \$40,093.75 which amount the Commonwealth has advised the County Commissioners it is not able to separate and apportion the amount that each of the paying parties is to pay for the separate portions of said work.

NOW THEREFORE, the County of Hampden shall pay to the Town of Monson as the County's share, the sum of \$11,000. less such sum as is paid by the County to the Town of Palmer as its share of the cost of the construction of the new bridge over the Quaboag River as petitioned for by said Towns of Monson and Palmer, petition #55.

AND, the County of Hampden shall pay to the Town of Palmer as the County's share, the sum of \$11,000. less such sum as is paid by the County to the Town of Monson as its share of the cost of the construction of the new bridge over the Quaboag River as petitioned for by said Towns of Monson and Palmer, petition #55, and for specific repairs on State Avenue in Monson as petitioned for by the Town of Monson, petition #54.

All damages sustained by any person by reason of said construction shall be paid, if arising in the Town of Monson, by the Town of Monson, and if arising in the Town of Palmer, by the Town of Palmer.

John G. Maxfield	}	County Commissioners of the County of Hampden.
Charles W. Bray		
Edward J. Stapleton		

Brimfield, Selectmen of, Petrs. for discontinuance of portions of the Old Palmer Road in the Town of Brimfield.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

We, the undersigned, Selectmen of the town of Brimfield, in said County, hereby certify and represent that public necessity and convenience does not require the continuance of a certain road in said town of Brimfield, known as the old Palmer Road and described as follows:

That portion of the old Palmer Road approximately between stations 172 and 198.

Also that portion of the old Palmer Road approximately between stations 67 and 125.

Wherefore, your petitioners pray that after due proceedings had in the premises, your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make and enter

INTERLOCUTORY DECREE
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Selectmen of Brimfield for discontinuance of portions of the Old Palmer Road in the Town of Brimfield, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1929, at twelve fifteen noon, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity require that certain portions of said highway should be discontinued.

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And now said Commissioners ORDER AND DECREE that said highway be, and the same is hereby discontinued, in the manner following:

That portion of the old Palmer Road approximately between stations one hundred seventy-two (172) and one hundred and ninety-eight (198).

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of above portion of said road shall be paid by the Town of Brimfield.

John G. Maxfield)	
Charles W. Bray)	County
Edward J. Stapleton)	Commissioners
)	of the County
)	of Hampden.

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HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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such orders and decrees as may be proper in the premises.

Dated this thirteenth day of May, A. D. 1929.

Jas. A. G. Hoyt	}	Selectmen of Brimfield
F. B. Haley		
G. N. Freeman		

The foregoing petition was entered on the 17th day of May 1929, and due proceedings having been had thereon, on the 27th day of November 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 27, 1929

In the matter of the petition of the Selectmen of the Town of Brimfield for discontinuance of portions of the Old Palmer Road in the Town of Brimfield.

It appearing that said highway from station sixty-seven (67) to station one hundred and twenty-five (125) being State Highway has been discontinued as State Highway by the Department of Public Works which discontinuance has been concurred in by the County Commissioners of the County of Hampden.

Now therefore, such portion of State Highway as lies between station sixty-seven (67) to station one hundred and twenty-five (125) is hereby discontinued.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of above portion of said road shall be paid by the Town of Brimfield.

John G. Maxfield)	
Charles W. Bray	:	County
Edward J. Stapleton	:	Commissioners
	)	of the County
	:	of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Selectmen of the Town of Agawam, that common convenience and necessity require that the road leading from the end of the present macadam road on Elm St. to the Agawam Airport Inc. known as Silver St. be relocated, altered and specific repairs made thereon, by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at the end of the present macadam on Elm St. and go to The Agawam Airport Inc. that the County of Hampden will be greatly benefitted by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such relocation and alteration and order specific repairs together with an appropriation from the State, Town and Airport.

Dated this 22 day of May 1929.

James G. Kirby	}	Selectmen of the Town of Agawam.
Riley S. Farnsworth		
Edwin L. Talmadge		

Agawam, Selectmen of the Town of, petrs. for relocation, alterations and specific repairs on Silver Street and for aid.

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Plans in Bk. 8, Pages 71-75 inclu.

Supplementary Plans in Book 9, Pages 18-22 inclu.

The foregoing petition was entered on the 28th day of May 1929, and due proceedings having been had thereon, on the 30th day of October 1929, said Commissioners file the following relocation report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1929

On the petition of the Selectment of the Town of Agawam for relocation, alterations and specific repairs on Silver Street, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of July, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon, and do now relocate, alter and order specific repairs on said highway in the manner following:

The layout is located on Silver Street, so called, and begins about 1200 feet westerly from its junction with Suffield Street, so called, extending thence westerly and southwesterly for about one mile. Said layout consists of widening the existing County layout, and is more fully described as follows:

The base line begins at a point on said Silver Street shown on plan as station 32+73.80, and extends thence north $81^{\circ} 17' 35''$ west for a distance of 454.30 feet; thence north $88^{\circ} 27' 35''$ west for a distance of 862.71 feet; thence south $87^{\circ} 07' 40''$ west for a distance of 406.41 feet; thence south $81^{\circ} 01' 50''$ west for a distance of 177.10 feet; thence south $77^{\circ} 40' 00''$ west for a distance of 581.68 feet; thence south $70^{\circ} 54' 45''$ west for a distance of 1052.48 feet; thence south $50^{\circ} 46' 35''$ west for a distance of 485.25 feet; thence south $39^{\circ} 29' 25''$ west for a distance of 1020.06 feet to a point at the end of the layout shown on plan as station 83+13.79. Length of layout equals 5039.99 feet.

The southeasterly location line begins at a point bearing south $7^{\circ} 38' 24''$ west and 25.11 feet distant from the point of beginning of the above-described base line shown on plan as station 32+73.80, and extends thence north $82^{\circ} 20' 25''$ west for a distance of 531.40 feet to a point bearing south $4^{\circ} 36' 00''$ west and 25.04 feet distant from station 38+07.06; thence parallel to and 25.00 feet distant from said base line to a point bearing south $1^{\circ} 32' 25''$ west and 25.00 feet distant from station 45+13.76; thence by a curve to the left of 1975.00 feet radius for a distance of 152.10 feet to a point bearing south $2^{\circ} 52' 20''$ east and 25.00 feet distant from station 46+67.86; thence parallel to and 25.00 feet distant from said base line to a point bearing south $2^{\circ} 52' 20''$ east and 25.00 feet distant from station 48+98.51; thence by a curve to the left of 1975.00 feet radius for a distance of 297.22 feet to a point bearing south $33^{\circ} 52' 57''$ west and 35.59 feet distant from station 51+74.32; thence south $78^{\circ} 30' 19''$ west for a distance of 555.07 feet to a point on the existing county

location line bearing south 15° 42' 38" east and 16.53 feet distant from station 57+56.00; thence following said county location line parallel to and 16.50 feet distant from said base line to a point bearing south 19° 05' 15" east and 16.50 feet distant from station 66+63.51; thence leaving said county location line and extending by a curve to the left of 800.00 feet radius for a distance of 281.15 feet to a point again on said existing county location line bearing south 39° 13' 25" east and 16.50 feet distant from station 69+53.45; thence following said existing location line parallel to and 16.50 feet distant from said base line to a point bearing south 39° 13' 25" east and 16.50 feet distant from station 71+34.00; thence leaving said existing location line and extending by a curve to the left of 1600.00 feet radius for a distance of 315.17 feet to a point again on said existing county location line bearing south 50° 30' 35" east and 16.50 feet distant from station 74+53.46; thence following said existing location line parallel to and 16.50 feet distant from said base line to a point at the end of the layout bearing south 54° 15' 30" east and 16.54 feet distant from the point of ending of said base line shown on plan as station 83+13.79.

The northwesterly location line begins at a point bearing north 1° 30' 25" east and 25.03 feet distant from the point of beginning of the above-described base line shown on plan as station 32+73.80, and extends thence north 82° 20' 25" west for a distance of 531.38 feet to a point bearing north 4° 36' 00" east and 25.04 feet distant from station 38+07.06; thence parallel to and 25.00 feet distant from said base line to a point bearing north 1° 32' 25" east and 25.00 feet distant from station 45+13.76; thence by a curve to the left of 2025.00 feet radius for a distance of 155.95 feet to a point bearing north 2° 52' 20" west and 25.00 feet distant from station 46+67.86; thence parallel to and 25.00 feet distant from said base line to a point bearing north 2° 52' 20" west and 25.00 feet distant from station 48+98.51; thence by a curve to the left of 2025.00 feet radius for a distance of 304.74 feet to a point bearing north 56° 51' 55" west and 35.59 feet distant from station 51+74.32; thence south 78° 30' 19" west for a distance of 558.39 feet to a point bearing north 15° 05' 01" west and 33.58 feet distant from station 57+56.00; thence parallel to and 33.50 feet distant from said base line to a point at the end of the layout, bearing north 54° 15' 30" west and 33.57 feet distant from the point of ending of the above-described base line shown on plan as station 83+13.79.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From MARIE DI PILATO. A parcel of land on the northerly side of Silver Street, so-called between Stations 37+28.10 and 41+27₊, bounded as follows: Northerly by the northerly location

line of the 1929 County Layout for about 400 feet; southerly by the northerly location line of the existing County Layout for about 399 feet; westerly by the easterly boundary of land of T. Maloney for about 8.5 feet; containing about 3030 square feet.

Parcel No. 2. From G. W. PORTER. A parcel of land on the southerly side of Silver Street, so-called, between stations 37+28.10 and 52+61₊, bounded as follows: Southerly by the southerly location line of the 1929 County Layout for about 1525 feet; westerly by the easterly boundary of land of G. Circosta for about 7.5 feet; northerly by the southerly location line of the existing County Layout for about 1523 feet; easterly by the easterly end of the taking for about 16.5 feet; containing about 13265 square feet.

Parcel No. 3. From T. MALONEY. A parcel of land on the northerly side of Silver Street, so-called, between stations 41+27₊ and 44+18₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 291 feet; easterly by the westerly boundary of the land of Marie Di Pilato for about 8.5 feet; southerly by the northerly location line of the existing County Layout for about 291 feet; westerly by the easterly boundary of the land of The Montague Company for about 8.5 feet; containing about 2475 square feet.

Parcel No. 4. From THE MONTAGUE COMPANY. A parcel of land on the northerly side of Silver Street, so-called, between stations 44+18₊ and 46+84₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 264 feet; easterly by the westerly boundary of the land of T. Maloney for about 8.5 feet; southerly by the northerly location line of the existing County Layout for about 267 feet; westerly by the easterly boundary of the land of Antonio Sorrento for about 9 feet; containing about 2180 square feet.

Parcel No. 5. From ANTONIO SORRENTO. A parcel of land on the northerly side of Silver Street, so-called, between stations 46+81₊ and 50+83₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 403 feet; easterly by the westerly boundary of the land of The Montague Company for about 9 feet; southerly by the northerly location line of the existing County Layout for about 401 feet; westerly by the easterly boundary of the land of T. Maloney for about 9 feet; containing about 3190 square feet.

Parcel No. 6. From T. MALONEY. A parcel of land on the northerly side of Silver Street, so-called, between stations 50+82₊ and 53+32₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 248 feet; easterly by the westerly boundary of the land of Antonio Sorrento for about 9 feet; southerly by the northerly location line of the existing County Layout for about 249 feet; westerly by the easterly boundary of the land of Pelegrino Barbato for about 11 feet; containing about 2330 square feet.

Parcel No. 7. From G. CIRCOSTA. A parcel of land on the southerly side of Silver Street, so-called, between stations 52+59₊ and 55+49₊, bounded as follows: Southerly by the southerly location line

of the 1929 County Layout for about 287 feet; westerly by the easterly boundary of the land of Pelegrino Barbato for about 3 feet; northerly by the southerly location line of the existing County Layout for about 288 feet; easterly by the westerly boundary of the land of G. W. Porter for about 7.5 feet; containing about 1450 square feet.

Parcel No. 8. From PELEGRINO BARBATO. A parcel of land on the northerly side of Silver Street, so-called, between stations 52+29₊ and 59+52₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 620 feet; easterly by the westerly boundary of the land of T. Maloney for about 11 feet; southerly by the northerly location line of the existing County Layout for about 622 feet; westerly by the easterly boundary of the land of New England Finance Corporation for about 18 feet; containing about 9285 square feet.

Parcel No. 9. From PELEGRINO BARBATO. A parcel of land on the southerly side of Silver Street, so-called, between stations 55+48₊ and 57+56.00, bounded as follows: Southerly by the southerly location line of the 1929 County Layout for about 205 feet; northerly by the southerly location line of the existing County Layout for about 206 feet; easterly by the westerly boundary of the land of G. Circosta for about 3 feet; containing about 310 square feet.

Parcel No. 10. From NEW ENGLAND FINANCE CORPORATION. A parcel of land on the northerly side of Silver Street, so-called, between stations 59+46₊ and 61+33₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 180 feet; easterly by the westerly boundary of the land of Pelegrino Barbato for about 18 feet; southerly by the northerly location line of the existing County Layout for about 180 feet; westerly by the easterly boundary of the land of John Maccia et al, for about 18 feet; containing about 3060 square feet.

Parcel No. 11. From JOHN MACCIA ET AL. A parcel of land on the northerly side of Silver Street, so-called, between stations 61+26₊ and 62+72₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 146 feet; easterly by the westerly boundary of the land of the New England Finance Corporation for about 18 feet; southerly by the northerly location line of the existing County Layout for about 137 feet; westerly by the easterly boundary of the road leading into the Agawam Airport for about 17 feet; containing about 2405 square feet.

Parcel No. 12. From JOHN MACCIA ET AL. A parcel of land on the northerly side of Silver Street, so-called, between stations 63+20₊ and 63+48₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 12 feet; easterly by the westerly boundary of the road leading into the Agawam Airport for about 17 feet; southerly by the northerly location line of the existing County Layout for about 28 feet; westerly by the easterly boundary of the land of Agawam Airport Incorporated, Henry E. Bolles, president, for about 22 feet; containing about 340 square feet.

Parcel No. 13. From AGAWAM AIRPORT INCORPORATED, Henry E. Bolles, President. A parcel of land on the northwesterly side of Silver Street, so-called, between the stations 63+35+ and 83+13.79, bounded as follows: Northwesterly by the northwesterly location line of the 1929 County Layout for about 1999 feet; northeasterly by the southwesterly boundary of the land of John Maccia et al, for about 22 feet; southeasterly by the northwesterly location line of the existing County Layout for about 1976 feet; southwesterly by the southwesterly end of the taking for about 17 feet; containing about 33,750 square feet.

Parcel No. 14. From CHAS. W. HULL. A parcel of land on the southeasterly side of Silver Street, so-called, between stations 66+63.51 and 69+53.45, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for 281.15 feet; northwesterly by the southeasterly location line of the existing County Layout for about 282 feet; containing about 1160 square feet.

Parcel No. 15. From CHAS. W. HULL. A parcel of land on the southeasterly side of Silver Street, so-called, between stations 71+34.00 and 74+53.46, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for 315.17 feet; northwesterly by the southeasterly location line of the existing County Layout for about 316 feet; containing about 790 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Agawam, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Marie Di Pilato	\$1.00
G. W. Porter	1.00
T. Maloney	1.00
The Montague Company	1.00
Antonio Sorrento	1.00
T. Maloney	1.00
G. Circosta	1.00
Pelegrino Barbato	1.00
Pelegrino Barbato	1.00
New England Finance Corporation	1.00
John Maccia et al	1.00
John Maccia et al	1.00

October meeting 1929

Agawam Airport Incorporated \$1.00
Chas. W. Hull 1.00
Chas. W. Hull 1.00

The work is to consist of grading, surfacing with bituminous macadam and otherwise improving about 7,600 feet on said road, being locally known as Silver Street, the work to begin at Mill Street, station 0-100, and extend in a westerly direction to station 75, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Agawam one-fourth of the cost and expense thereof and not exceeding TWELVE THOUSAND DOLLARS (\$12,000.00) towards the repairing of this highway.

The Town of Agawam shall pay all land damages.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 30, A.D. 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles W. Calhoun, Clerk

AMENDED DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 23, 1930

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Silver Street, and for aid, it having been made to appear to the County Commissioners that the decree entered in said case is incorrect in that an error in the description of land taken by eminent domain is incorrect.

Now therefore, the following provision to amend such error is inserted in said decree and so far as the same affects a change in the record shall take the place of the decree as entered, said decree to be, with reference to said takings, as follows:

Parcel No. 1. From MARIE DI PILATO. A parcel of land on the northerly side of Silver Street, so-called, between Stations 37+28.10 and 41+45 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 418 feet; southerly by the northerly location line of the existing County Layout for about 417 feet; westerly by the easterly boundary of land of T. Maloney for about 8.5 feet; containing about 3195 square feet.

Parcel No. 2. From G. W. PORTER. A parcel of land on the southerly side of Silver Street, so-called, between stations 37+28.10 and 52+61 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line

of the 1929 County Layout for about 1525 feet; westerly by the easterly boundary of land of G. Circosta for about 7.5 feet; northerly by the southerly location line of the existing County Layout for about 1523 feet; easterly by the easterly end of the taking for about 16.5 feet; containing about 13265 square feet.

Parcel No. 3. From T. MALONEY. A parcel of land on the northerly side of Silver Street, so-called, between Stations 41+45₊ and 44+18₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 273 feet; easterly by the westerly boundary of land of Marie Di Pilato for about 8.5 feet; southerly by the northerly location line of the existing County Layout for about 273 feet; westerly by the easterly boundary of land of The Montague Company for about 8.5 feet; containing about 2325 square feet.

Parcel No. 4. From THE MONTAGUE COMPANY. A parcel of land on the northerly side of Silver Street, so-called, between stations 44+18₊ and 47+07₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 287 feet; easterly by the westerly boundary of the land of T. Maloney for about 8.5 feet; southerly by the northerly location line of the existing County Layout for about 290 feet; westerly by the easterly side of a right of way between land of James Maspo and that of the Montague Company for about 9 feet; containing about 2375 square feet.

Parcel No. 5. From JAMES MASPO. A parcel of land on the northerly side of Silver Street, so-called, between Stations 47+21₊ and 49+28₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 204 feet; easterly by the westerly side of a right of way between land of The Montague Company and land of James Maspo for about 9 feet; southerly by the northerly location line of the existing county layout for about 202 feet; and westerly by the easterly boundary of land of Antonio Sorienete for about 9 feet; containing about 1725 sq. ft.

Parcel No. 5A. From ANTONIO SORIENETE. A parcel of land on the northerly side of Silver Street, so-called, between stations 49+28₊ and 51+27₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 202 feet; easterly by the westerly boundary of the land of James Maspo for about 9 feet; southerly by the northerly location line of the existing County Layout for about 204 feet; westerly by the easterly boundary of the land of T. Maloney for about 9 feet; containing about 1450 square feet.

Parcel No. 6. From T. MALONEY. A parcel of land on the northerly side of Silver Street, so-called, between Stations 51+26₊ and 53+32₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 204 feet; easterly by the westerly boundary of the land of Antonio Sorienete for about 9 feet; southerly by the northerly location line of the existing County Layout for about 205 feet; westerly by the easterly boundary of the land of Pelegrino Barbato for about 11 feet; containing about 1935 square feet.

cross the main line of the Boston & Albany Railroad by a bridge passing over the railroad, hereby petition your Honorable Body, after notice to all persons interested of a hearing as required by law, the Department of Public Utilities consenting in writing, to authorize the city of Springfield to lay out such way according to law.

Edward J. Ruxton

Arthur W. Brown

Vernon D. Odette

Henry Martens

Henry A. Booth

J. Frank Tucker

Carl L. Stebbins

Victor N. Benge

Board of Aldermen of the
City of Springfield.

The foregoing petition was entered on the 13th day of June 1929, and due proceedings having been had thereon, the following Interlocutory Decree was filed on the 24th day of July 1929, Order Department of Public Utilities was filed on the 5th of October 1929 and Final Decree was filed on the 16th day of October 1929, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

July 24, 1929.

Board of Aldermen, City of Springfield, Petrs. for County to authorize City of Springfield to lay out a public way from a point at or near intersection of Page Boulevard and Cottage St., southerly to a point on Bay Road about opposite residence of Patrick Fitzgerald and to cross the Athol Branch of the Boston & Albany Railroad at a level with the Railroad and the main line of the Boston & Albany Railroad by a bridge passing over Railroad.

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of hearing, met the parties at said Springfield on the nineteenth day of July, 1929, at which time the parties were fully heard, and there being no objection, after due consideration, it is hereby ADJUDGED AND DECREED that public necessity and convenience requires that a public way be laid out from a point at or near the intersection of Page Boulevard and Cottage Street in a general southerly direction to a point on Bay Road about opposite the residence of Patrick Fitzgerald, that said public way cross the Athol Branch of the Boston & Albany Railroad at level with the Railroad and that it cross the main line of the Boston & Albany Railroad by a bridge passing over the Railroad.

John G. Maxfield

Charles W. Bray

Edward J. Stapleton

)
: County
: Commissioners
: of the County
: of Hampden.

Seal

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

(D.P.U. 3673)

October 4, 1929.

Petition of County Commissioners of the County of Hampden for consent to the crossing of a proposed public way in the city of Springfield with the Athol branch of the Boston and Albany Railroad at a level therewith.

This is a petition of the County Commissioners for the County of Hampden for the consent of the Department to the crossing at grade of a proposed public way in the city of Springfield over the tracks of the Athol branch of the Boston and Albany Railroad.

A public hearing was held at which representatives of the County Commissioners and of the city and other persons interested appeared and expressed their views. A view of the crossing and of the surrounding territory was taken by the Department.

The proposed public way is to be laid out from a point at or near the intersection of Page boulevard and Cottage street in a general southerly direction to a point on Bay Road and is to cross the main line of the Boston and Albany Railroad by an overhead bridge. The City of Springfield plans to construct at sometime in the near future a crosstown boulevard, of which this public way is to be a link.

There was some evidence as to the cost of crossing the Athol branch by an overhead bridge. We understand that the cost of crossing the main line by an overhead bridge will be about \$40,000. We see no reason why an overhead bridge over the tracks of the Athol branch, including the extra fill required by such bridge, should cost much more than that amount.

It was contended at the hearing that traffic over the Athol branch was slight and that the branch would probably be abandoned. While the future of this branch is in the realm of speculation, it is our opinion that the road will certainly be maintained at least as far as Bondsville. Moreover, the natural development of the surrounding territory, it seems to us, must be along industrial lines, which will inevitably result in more freight movements over the crossing.

Since 1904, at least, when an act was passed by the Legislature relative to the abolition of existing grade crossings, the Commonwealth has been committed to a policy of abolishing grade crossings. In the last twenty-five years the cities and towns and the railroads have expended approximately \$50,000,000 in the abolition of grade crossings. This Department and its predecessors for years have followed the policy of not permitting new crossings at grade unless it could be clearly demonstrated that a crossing other than at grade would involve an unreasonable expenditure of money, was impracticable or that undue hardship would be placed upon the traveling public if such crossing at grade were not allowed. We are not convinced that any of these conditions apply in this case. On the contrary, we are satisfied that it would be very shortsighted to establish a grade

Parcel No. 7. From G. CIRCOSTA. A parcel of land on the southerly side of Silver Street, so-called, between Stations 52+59₊ and 55+49₊, bounded as follows: Southerly by the southerly location line of the 1929 County Layout for about 287 feet; westerly by the easterly boundary of the land of Pelegrino Barbato for about 3 feet; northerly by the southerly location line of the existing County Layout for about 288 feet; easterly by the westerly boundary of the land of G. W. Porter for about 7.5 feet; containing about 1450 square feet.

Parcel No. 8. From PELEGRINO BARBATO. A parcel of land on the northerly side of Silver Street, so-called, between Stations 52+29₊ and 59+52₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 620 feet; easterly by the westerly boundary of the land of T. Maloney for about 11 feet; southerly by the northerly location line of the existing County Layout for about 622 feet; westerly by the easterly boundary of the land of New England Finance Corporation for about 18 feet; containing about 9285 square feet.

Parcel No. 9. From PELEGRINO BARBATO. A parcel of land on the southerly side of Silver Street, so-called, between Stations 55+48₊ and 57+56.00, bounded as follows: Southerly by the southerly location line of the 1929 County Layout for about 205 feet; northerly by the southerly location line of the existing County Layout for about 206 feet; easterly by the westerly boundary of the land of G. Circosta for about 3 feet; containing about 310 square feet.

Parcel No. 10. From NEW ENGLAND FINANCE CORPORATION. A parcel of land on the northerly side of Silver Street, so-called, between Stations 59+46₊ and 61+33₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 180 feet; easterly by the westerly boundary of the land of Pelegrino Barbato for about 18 feet; southerly by the northerly location line of the existing County Layout for about 180 feet; westerly by the easterly boundary of the land of John Maccia et al. for about 18 feet; containing about 3060 square feet.

Parcel No. 11. From JOHN MACCIA ET AL. A parcel of land on the northerly side of Silver Street, so-called, between Stations 61+26₊ and 62+72₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 146 feet; easterly by the westerly boundary of the land of the New England Finance Corporation for about 18 feet; southerly by the northerly location line of the existing County Layout for about 137 feet; westerly by the easterly boundary of the road leading into the Agawam Airport for about 17 feet; containing about 2405 square feet.

Parcel No. 12. From JOHN MACCIA ET AL. A parcel of land on the northerly side of Silver Street, so-called, between Stations 63+20₊ and 63+48₊, bounded as follows: Northerly by the northerly location line of the 1929 County Layout for about 12 feet; easterly by the westerly boundary of the road leading into the Agawam Airport for about

17 feet; southerly by the northerly location line of the existing County Layout for about 28 feet; westerly by the easterly boundary of the land of Agawam Airport Incorporated, Henry E. Bolles, President, for about 22 feet; containing about 340 square feet.

Parcel No. 13. From AGAWAM AIRPORT INCORPORATED, Henry E. Bolles, President. A parcel of land on the northwesterly side of Silver Street, so-called, between Stations 63+35₊ and 83+13.79, bounded as follows: Northwesterly by the northwesterly location line of the 1929 County Layout for about 1999 feet; northeasterly by the southwesterly boundary of the land of John Maccia et al, for about 22 feet; southeasterly by the northwesterly location line of the existing County Layout for about 1976 feet; southwesterly by the southwesterly end of the taking for about 17 feet; containing about 33,750 square feet.

Parcel No. 14. From CHAS. W. HULL. A parcel of land on the southeasterly side of Silver Street, so-called, between Stations 66+63.51 and 69+53.45, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for 281.15 feet; northwesterly by the southeasterly location line of the existing County Layout for about 282 feet; containing about 1160 square feet.

Parcel No. 15. From CHAS. W. HULL. A parcel of land on the southeasterly side of Silver Street, so-called, between Stations 71+34.00 and 72+92₊, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for about 155 feet; southwesterly by the northeasterly boundary of land of Frank Charvat for about 8 feet; northwesterly by the southeasterly location line of the existing County Layout for about 157 feet; containing about 365 square feet.

Parcel No. 15A. From FRANK CHARVAT. A parcel of land on the southeasterly side of Silver Street, so-called, between Stations 72+89₊ and 74+53.46, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for about 160 feet; northwesterly by the southeasterly location line of the existing County Layout for about 157 feet; northeasterly by the southwesterly boundary of land of Charles W. Hull for about 8 feet, containing about 425 square feet.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden:

The Board of Aldermen of the city of Springfield representing that public necessity and convenience require that a public way in the said city be laid out from a point at or near the intersection of Page Boulevard and Cottage Street in a general southerly direction to a point on Bay Road about opposite the residence of Patrick Fitzgerald, with a width of eighty feet, and that public necessity requires that such new public way cross the Athol Branch of the Boston & Albany Railroad Company at a level with the railroad, and that it

Springfield, City of
Board of Aldermen, Petrs.
for County to authorize
City of Springfield to lay
out a public way from a
point at or near inter-
section of Page Blvd. and
Cottage St. southerly to
a point on Bay Road about
opposite res. of Patrick
Fitzgerald, and to cross
the Athol Branch of B&A
RR at a level with RR
and the main line of the
B&A RR by a bridge pass-
ing over railroad.

Springfield, City
Board of Aldermen
Petrs. for County
authorize City of
Springfield to lay
out a public way
from a point at
near intersection
of Page Blvd. and
Cottage St. south-
erly to a point
Bay Road about
site res. of Pat-
Fitzgerald, and
cross the Athol
of B&A RR at a
with RR and the
line of the B&A
a bridge passing
railroad.

crossing on a large crosstown boulevard which will undoubtedly have considerable traffic over it. Such a crossing would increase the hazard to the traveling public and would slow up both automobile movements over the highway and train movements. If the proposed highway were in existence and the railroad planned to cross it at grade, it is inconceivable that the city authorities would consent to it.

There is a grade crossing at Cottage street which might well be abolished. At our suggestion, the Boston and Albany Railroad has agreed to pay \$20,000 towards the crossing of the proposed public way over the tracks of the Athol branch by an overhead bridge, provided the crossing at Cottage street were abolished. We believe that the City of Springfield would do well to accept the railroad's offer.

Under all of the circumstances, we are of the opinion that public convenience and necessity do not require the laying out of the proposed public way at grade over the Athol branch. Accordingly the petition is dismissed, and it is

SO ORDERED.

By order of the Department,

(signed) ANDREW A. HIGHLANDS.

Secretary.

Seal

A true copy.

Attest:
Andrew A. Highlands
Secretary.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1929

Board of Aldermen, City of Springfield, Petrs. for County to authorize City of Springfield to lay out a public way from a point at or near intersection of Page Boulevard and Cottage St., southerly to a point on Bay Road about opposite residence of Patrick Fitzgerald and to cross the Athol Branch of the Boston & Albany Railroad at a level with the Railroad and the main line of the Boston & Albany Railroad by a bridge passing over Railroad.

FINAL DECREE

In the matter of the above petition, it appearing that heretofore the County Commissioners have adjudged and decreed that public necessity and convenience requires that a public way be laid out in accordance with the foregoing petition, the said way to cross the Boston & Albany Railroad at grade, and it appearing that by order of the Department of Public Utilities dated October 4, 1929, on file in this case, the Department declined to approve the laying out of the proposed public way at grade over the Athol Branch of said Boston & Albany Railroad.

NOW, THEREFORE, on further consideration, the County Commissioners being of the opinion that public convenience and necessity requires that said way be laid out and constructed as petitioned for, hereby authorize the City of Springfield to lay out and construct

a way as petitioned for across said Railroad, but not at grade, from a point at or near the intersection of Page Boulevard and Cottage Street in a general southerly direction to a point on Bay Road about opposite the residence of Patrick Fitzgerald.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TOWN OF LUDLOW
OFFICE OF THE SELECTMEN AND
BOARD OF PUBLIC WELFARE

Seal

LUDLOW, MASS. July 24, 1929

To the Honorable County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT YOUR PETITIONERS, the Selectmen of the Town of Ludlow, that common convenience and necessity require that the road leading from Indian Orchard to Granby through Ludlow known as West Street be relocated, altered, and specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary, beginning at the end of work finished in 1928, and running west to intersection of Eaton Street, a distance of one-half mile; that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs, alteration and relocation, and order them to be made and that said County contribute a sum not to exceed \$4800.00 towards the expense of said repairs together with the State and Town.

Dated this twenty-fourth day of July, one thousand nine hundred and twenty-nine.

Robert H. Munsing Board of
Arthur C. Brodeur Selectmen
John Supernaw Town of Ludlow,
Mass.

The foregoing petition was entered on the 7th day of August 1929, and due proceedings having been had thereon, on the 20th day of November 1929, said Commissioners file the following relocation report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 20, 1929.

On the petition of the Selectmen of the Town of Ludlow for relocation, alteration and specific repairs on West Street beginning at end of work in 1928 and running west to intersection of Eaton Street, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of September, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon, and do now relocate, alter and order specific repairs on said highway in the manner following:

LUDLOW, Selectmen of the Town of Peters. for relocation, alteration and specific repairs on WEST ST. beginning at end of work in 1928 and running west to intersection of Eaton Street, and for aid.

60

Plans in Book 8, Page 85

Ludlow, Selectmen of the Town of Peters. for relocation, alteration and specific repairs on West St. beginning at end of work in 1928 and running west to intersection of Eaton Street, and for aid.

60

Plans in Book 8, Page 85

The layout is located on West Street, so called, and begins at a point about 500 feet south-east of the westernmost bridge over Higher Brook, so called, and extends thence north-westerly and north-easterly for about 0.2 of a mile.

Said layout consists in part of a new location or "cut-off" for the existing road and is more fully described as follows:

The base line begins at a point on the existing road about 500 feet south-easterly from the aforesaid bridge over Higher Brook, so-called, said point being shown on plan as station 34+20.00 and extends thence north $29^{\circ} 06' 45''$ west for a distance of 366.38 feet; thence north $20^{\circ} 17' 00''$ west for a distance of 437.92 feet; thence by a curve to the right of 240.43 feet radius for a distance of 287.85 feet; thence north $48^{\circ} 18' 45''$ east for a distance of 64.03 feet; thence by a curve to the left of 209.44 feet radius for a distance of 98.16 feet to a point at the end of the layout, shown on plan as station 46+74.34. Length of layout equals 1254.34 feet.

The north-easterly line of location begins at a point bearing north $60^{\circ} 53' 15''$ east and 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 34+20.00 and extends thence parallel to and 25.00 feet distant from said base line to a point bearing south $47^{\circ} 30' 16''$ east and 54.65 feet distant from station 42+24.30; thence by a curve to the right of 275.00 feet radius for a distance of 294.53 feet to a point bearing south $46^{\circ} 49' 24''$ east and 34.75 feet distant from station 45+12.15; thence north $41^{\circ} 04' 56''$ east for a distance of 91.15 feet to a point bearing north $86^{\circ} 24' 46''$ east and 37.50 feet distant from station 45+76.18; thence parallel to and 25.00 feet distant from the aforesaid base line to a point at the end of the layout bearing south $68^{\circ} 32' 20''$ east and 25.00 feet distant from the point of ending of said base line, shown on plan as station 46+74.34.

The south-westerly line of location begins at a point bearing south $60^{\circ} 53' 15''$ west and 25.00 feet distant from the point of beginning of the above-described base line, shown on plan as station 34+20.00, and extends thence parallel to and 25.00 feet distant from said base line to a point bearing south $6^{\circ} 56' 16''$ west and 54.65 feet distant from station 42+24.30; thence by a curve to the right of 325.00 feet radius for a distance of 348.08 feet to a point bearing north $53^{\circ} 40' 13''$ west and 15.33 feet distant from station 45+12.15; thence north $41^{\circ} 04' 56''$ east for a distance of 91.15 feet to a point bearing north $0^{\circ} 26' 00''$ west and 35.20 feet distant from station 45+76.18; thence parallel to and 25.00 feet distant from the above-described base line to a point at the end of the layout, bearing north $68^{\circ} 32' 20''$ west and 25.00 feet distant from the point of ending of said base line shown on plan as station 46+74.34.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From JOSEPH BURRELL. A parcel of land on the northeasterly side of West Street, so-called, between Stations 34+20₊ and 35+90₊, bounded as follows: Northeasterly by the northeasterly location line of the 1929 County Layout for about 170 feet; southeasterly by the southeasterly side of the taking for about 8 feet; southwesterly by the northeasterly side of the present road for about 170 feet; containing about 680 square feet.

Parcel No. 2. From JOSEPH BURRELL. A parcel of land on the westerly side of West Street, so-called, between Stations 34+80₊ and 43+72₊, bounded as follows: Westerly by the westerly location line of the 1929 County Layout for about 903 feet; easterly by the westerly side of the present road and by the easterly location line of the said County Layout for a total distance of about 903 feet; containing about 21,150 square feet.

Parcel No. 3. From RICHARD EASTER. A parcel of land on the southeasterly side of West Street, so-called, between Stations 43+23₊ and 46+74.34, bounded as follows: Southeasterly by the southeasterly location line of the 1929 County Layout for about 333 feet; northwesterly by the southeasterly side of the present road for about 344 feet; northeasterly by the northeasterly end of the taking for about 4 feet; containing about 2870 square feet.

Parcel No. 4. From JOSEPH VARANKA. A parcel of land on the northwesterly side of West Street, so-called, between Stations 45+63₊ and 46+74.34, bounded as follows: Northwestery by the northwesterly location line of the 1929 County Layout for about 101 feet; southeasterly by the northwesterly side of the present road for about 103 feet; containing about 280 square feet.

The layout and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow, Hampden County, Laid out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Joseph Burrell...	\$1.00
Joseph Burrell.	1.00
Richard Easter.	1.00
Joseph Varanka.	1.00

The work is to consist of constructing a reinforced concrete beam bridge over Fuller Brook, to install drainage, and to grade about 1,200 feet on said road, being locally known as West Street, leading from Ludlow to Granby, the work to begin at a point about 1,224 feet south-east of the house of Joseph Varanica, station 34+50, and extend in a north-westerly direction to station 46+50, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Ludlow one-third of the cost and expense thereof and not exceeding SIX THOUSAND DOLLARS (\$6,000.) towards the repairing of this highway.

The Town of Ludlow shall pay all land damages.

John G. Maxfield)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 20, A.D. 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: James M. Healy, Asst. Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents your petitioners, the Road Commissioners of the Town of Palmer, that common convenience and necessity require that the road leading from Three Rivers to Ludlow known as the Ludlow Road, should be specifically repaired beginning at the end of hardened road and extending to the Wilbraham line, and that the County of Hampden will be greatly benefitted by the same.

Palmer, Road Commissioners Town of
Peters. for specific
repairs on Ludlow
Road leading from
Three Rivers to
Ludlow, beginning
at end of hardened
road and extending
to Wilbraham line,
and for aid.

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WHEREFORE your petitioners respectfully requests that your Honorable Board determine and order specific repairs, and make such order with reference to payment of the cost of same as they deem to be just and reasonable.

Dated this eighth day of August, 1929.

Homer A. Shaw	}	Road Commissioners of the Town of Palmer
Sherman M. Stebbins		
Thomas J. Moran		

The foregoing petition was entered on the 13th day of August 1929, and due proceedings having been had thereon, on the 27th day of November 1929, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 27, 1929

On the petition of the Road Commissioners of the Town of Palmer for specific repairs on Ludlow Road leading from Three Rivers

to Ludlow, beginning at end of hardened road and extending to Wilbraham line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of September, A. D. 1929, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Three Rivers to Ludlow, and being locally known as the Ludlow Road, the work to consist of patching and tarring, beginning at the Wilbraham Town Line at station 0+0 and extend in an easterly direction to station 50+0, also station 50 easterly about 1/2 mile or 2640 feet, according to District Engineer's Report, Department of Public Works, Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Agawam, Selectmen of the Town of Petrs. for relocation, alteration and specific repairs on Silver Street, beginning at sta. 83+13.79 and go to Shoemaker Lane, a distance of 2436'±, and for aid.

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Plans in Book 8, Pages 86-88 Inclusive.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent your petitioners, the Selectmen of the Town of Agawam, that common convenience and necessity require that the road leading from the end of the present Macadam to the Agawam Airport known as Silver Street be relocated, altered and specific repairs made thereon, by grading, resurfacing and hardening or otherwise repaired as may be necessary, the work to begin at Station 83+13.79 and go to Shoemaker Lane a distance of 2436'±, that the County of Hampden will be greatly benefitted by said repairs if same are made.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such relocation and alteration and order specific repairs made, and that said County contribute to the expense of said repairs together with an appropriation from the State, Town and Airport.

Dated this 1 day of Oct. 1929.

James F. Kirby }
Riley S. Farnsworth } Selectmen
of the Town
of Agawam

The foregoing petition was entered on the 2nd day of October 1929, and due proceedings having been had thereon, on the 18th day of December 1929, said Commissioners file the following relocation report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1929

On the petition of the Selectmen of the Town of Agawam for relocation, alteration and specific repairs on Silver Street beginning at station 83+13.79 and go to Shoemaker Lane, a distance of 2436'+, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixth day of November, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon, and do now relocate, alter and order specific repairs on said highway in the manner following:

The layout is located on Silver Street, so called, and begins at the southwesterly end of the county layout previously made in the year 1929, extending thence southwesterly for about 1/2 a mile to the northeasterly side of Shoemaker Lane so called, being more fully described as follows:-

The base line begins at a pointmarking the southwesterly end of the base line of the previous 1929 county layout, as aforesaid, said point being shown on plan as station 83+13.79, and extends thence south 31° 59' 35" west for a distance of 1192.44 feet; thence south 33° 45' 10" west for a distance of 1253.14 feet to a point at the end of the layout on the northeasterly location line of the county layout on Shoemaker Lane, said point being shown on plan as station 107+59.37. Length of layout equals 2445.58 feet.

The southeasterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid previous 1929 layout, said point bearing south 54° 15' 30" east and being 16.54 feet distant from the point of beginning of the above-described base line shown on plan as station 83+13.79, and extends thence parallel to said base line and 16.50 feet distant therefrom to a point bearing south 56° 14' 50" east and 16.50 feet distant from station 106+68.92; thence by a curve to the left of 94.17 feet radius for a distance of 113.45 feet to a point at the end of the layout, on the northeasterly side of Shoemaker Lane, as aforesaid, said point bearing south 58° 07' 35" east and being 77.00 feet distant from the point of ending of the above-described base line shown on plan as station 107+59.37.

The northwesterly location line begins at a point marking the southwesterly end of the northwesterly location line of the aforesaid previous 1929 layout, said point bearing north 54° 15' 30" west and being 33.57 feet distant from the point of beginning of the above-described base line shown on plan as station 83+13.79, and extends thence parallel to said base line and 33.50 feet distant therefrom to a point bearing north 56° 14' 50" west and 33.50 feet distant from station 107+21.76; thence by a curve to the right of 40.00 feet radius for a distance of 61.52 feet to a point at the end of the layout on the

northeasterly location line of Shoemaker Lane, as aforesaid, said point bearing north 58° 07' 35" west and being 72.23 feet distant from the point of ending of the above-described base line shown on plan as station 107+59.37.

And the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From the SPRINGFIELD AIRPORT CORPORATION. A parcel of land on the northwesterly side of Silver Street, so called, between station 83+13.79 and station 107+59.37 of the base line of location of the 1929 County Layout, bounded as follows: northwesterly by the northwesterly location line of said county layout for about 2471 feet; northeasterly by the line defining the southwesterly end of the previous 1929 county layout for about 17 feet; southeasterly by the northwesterly location line of the existing county layout on Silver Street, for about 2447 feet; southwesterly by the northeasterly location line of the existing county layout on Shoemaker Lane, so called, for about 57 feet, containing about 42,000 square feet.

Parcel No. 2. From PETER and ROSE LUCIE. A parcel of land on the southeasterly side of Silver Street, so called, at its junction with Shoemaker Lane, said parcel being located between station 106+68.92 and station 107+58.83 of the base line of the 1929 county layout, and being bounded as follows:- easterly by the southeasterly location line of said county layout for 113.45 feet; southwesterly by the northeasterly side of Shoemaker Lane for about 60 feet; northwesterly by the southeasterly location line of the existing county layout on Silver Street for about 90 feet; containing about 1,500 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Agawam, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of March, 1930, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

The Springfield Airport Corporation	\$1.00
Peter and Rose Lucie	1.00

The work of constructing the extension of Silver Street is to consist of grading, surfacing with bituminous macadam and otherwise improving said highway beginning at station 75 and going westerly to a point at or near station 98+50, these repairs to be made according to specifi-

cations set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Agawam one-fourth of the cost and expense thereof and not exceeding TWELVE THOUSAND DOLLARS (\$12,000.) including payments made under order of the County Commissioners in their decree dated October 30, 1929, on the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Silver Street.

The Town of Agawam shall pay all land damages.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: December 18, 1929

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk

October 2, 1929 Ordered, County Treasurer, authorized and directed to pay sum of \$430. to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.

Order

October 9, 1929 Voted, that the bid of E.J.PINNEY,INC., for the general construction of the proposed new Springfield District Court Building be accepted and the contract awarded to said E.J.Pinney, Inc. in accordance with terms of call and bid.

Votes

Voted, that the bid of Soland & Johnson for the plumbing work in the proposed new Springfield District Court Building be accepted and the contract awarded to said SOLAND & JOHNSON in accordance with terms of call and bid.

Voted, that the bid of the Interstate Electric Construction Corporation for electrical work in the proposed new Springfield District Court Building be accepted and contract awarded to said Corporation in accordance with terms of call and bid.

Ordered, County Treasurer, authorized and directed to pay sum of \$326. to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Town of Tolland.

Orders

Ordered, County Treasurer, authorized and directed to pay sum of \$305.20 to Town of Tolland on acct of County's proportion of cost of work done on Tolland-West Granville Road in Town of Tolland.

Herbert Richardson and Carmel Germano released from Hampden County Training School on parole.

Released from
Training School

Orders

October 9, 1929

Berbay Street, extending from Berkshire Ave., to Bay Road, changed to Berbay Circle - passed by Bd of Aldermen and Common Council and approved by the Mayor of Springfield.

October 15, 1929

Ordered, County Treasurer authorized and directed to pay sum of \$13.79 to Town of Tolland on acct. of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.

Report on Cobble Mountain Dam, also Westfield Dam in Granville.

October 11, 1929

Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

October 11, 1929.

The Hon. the Board of County Commissioners,
Springfield, Mass.,

John G. Maxfield, Chairman.

Dear Sir:

In regard to the work at Cobble Mountain dam I beg to report that the downstream concrete toe retaining wall is practically finished. It is 50 feet in height 15 feet of which extends below the streambed as foundation. The number of cubic yards contained therein is about 4000.

The sluicing of the material covering the ledge of the slopes within the site of the core of the structure has been completed to an elevation well above the streambed and the deposited material within the core limits forms a foundation layer about 5 feet in thickness.

The two long lines of 20" piping between the dam and borrow bank through which the material will be sluiced have been completed and the large pumps to do this work have been set in place on pontoons, one located to float in the core pool and the other in the upstream toe pool. Very soon this work will be in full swing when, it is expected, 10,000 cubic yards per day will be deposited in place.

The gap, between the rock-fill deposited on either slope rising from the streambed to form the toes of the dam, has been filled in and the gorge through which the stream flowed is no longer visible.

The work on the overflow is being continued and excavations for the bridge abutments to carry the roadway over it as shown on the plans are soon to be started.

WESTFIELD DAM

This earth embankment is within 8 feet of the top. The steel bridge 70 feet in length, to run from the top to the gatehouse rising out of the upstream slope of the structure, has been set in place on a temporary trestle work until reenforced concrete pier and abutment for the purpose are constructed.

Respectfully submitted,

James L. Tighe

October meeting 1929

October 16, 1929	Ordered, County Treasurer, authorized and directed to pay sum of \$4.00 to Town of Tolland on acct. of County's proportion of cost of work done on Tolland-West Granville Road in Tolland.	Orders
	Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Blanford for work done on Blanford-Otis Road (resurfacing etc. sections repaired in 1926 and 1927.).	
	Voted, to provide religious instruction for the inmates of the Jail and House of Correction and Training School, \$37.50 each for Catholic and Protestant Educators at each institution.	Votes
	Voted, to award contract for furnishing the District Court of Chicopee with steel equipment to Wm. H. McGrath of the Art Metal Co. in accordance with bid of 9/17/29 as amended by letter of 10/16/29.	
October 23, 1929	Ordered, that Francis J. Whalen be released from custody.	Order to release from custody
October 24, 1929	Ordered, that the order to arrest Alfred Lord of Springfield, holder of permit to be at liberty, is hereby revoked.	Order to be at liberty revoked.
October 25, 1929	Voted, that westerly wall of proposed new Spfld. District Court be constructed of Indiana Limestone to correspond with other three walls at an additional cost of \$6,908.00.	Votes
	Voted, that bid of J.J. COTTER CO. for heating and ventilating proposed new Spfld. District Court Bldg. be accepted and contract awarded to J.J. Cotter Co. in accordance with terms of call and bid.	
October 26, 1929	Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.	Report on Cobble Mountain Dam, also Westfield Dam in Granville.

October 26, 1929.

The Hon. the Board of County Commissioners,
Springfield, Mass.
John G. Maxfield, Chairman.
Dear Sir:

In my report of the 11th instant it was stated that the sluicing of the material from the borrow banks to form the core of the Cobble Mountain Dam would be soon started. This work was begun on the 19th instant and has been in progress since. Because, however, of the tuning up generally necessary at the beginning of this kind of construction, the work has not yet reached its maximum speed.

Nevertheless, there have been 30,000 cubic yards sluiced into place or about 5,000 cubic yards per day which rate, it is expected, will be doubled before the maximum speed is reached. The material found in the borrow banks appears to be very satisfactory. It is excavated by hydraulic monitors, commonly called giants, having six-inch nozzles discharging jets of water under heavy pressure, then conveyed by pipeline and deposited on the edges or beaches of the core pool into which it flows.

The excavation for the extension of the downstream cutoff wall has been resumed. As will be remembered, this wall is to extend up the slopes to within about ten feet of the top of the dam while the upstream cutoff wall was completed some weeks ago at a much lower level.

The downstream concrete toe retaining wall has been fully completed and the excavation for the overflow is approaching the point where the overflow crest will be located. The work of building the rockfill toes is being prosecuted and consequently the gorge is disappearing. Excavation of the tunnel has so far progressed that only 330 linear feet remain to be done.

WESTFIELD DAM

This structure has been completed with the exception of the finishing of the stone rip-rap or pavement near the top of the upstream slope, the finishing of the piers of the bridge extending from the top of the embankment to the gatehouse and a few odds and ends.

Respectfully submitted,

James L. Tighe

Order

October 30, 1929

Ordered, County Treasurer authorized and directed to pay sum of \$12,131.20 to City of Westfield on account of County's proportion of cost of work done on Holyoke Road in City of Westfield.

Retirement of
Edward G. Clark

November 6, 1929

Voted, that Edward G. Clark be retired as Probation Officer of the District Court of Western Hampden at a yearly compensation of \$900. effective December 1, 1929.

Vote

Voted, to increase salary of W. G. Goodyear, Janitor at the Hall of Records.

Report on Cobble
Mountain Dam, also
Westfield Dam in
Granville.

November 9, 1929

Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.

November 9th, 1929.

The Hon. the Board of County Commissioners,

Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

Relative to the work at Cobble Mountain dam, the construction of the hydraulic core is being continued. It is now built to about 35 feet above the streambed and contains 55,000 cubic yards or thereabouts of sluiced material.

The edges or beaches, on the upstream and downstream sides of the core pool, upon which the sluiced material is being deposited before it flows into the pool, are now well defined and are raised several feet higher than the surface of the material in the pool. The work of sluicing has not as yet reached its maximum speed as the wear on the pipelines conveying the material is extremely severe and considerable delay has been caused by the frequent replacing of worn out piping. When all the paraphernalia is in running order the sluicing is carried on continuously twenty-four hours per day.

October meeting 1929

The construction of the concrete cutoff core wall, the excavation of the foundation of which was referred to in my last report, has been resumed and the rock-fill work on the toes and the excavation of the spillway are proceeding.

The new road, from the Granville highway to the spillway, which has been for some time in course of construction, is practically completed. In regard to the tunnel, only ninety feet more of excavation between the headings remain to be done and the lining of the tunnel with concrete has been started at the west end.

WESTFIELD DAM

With the exception of a few small odds and ends, this structure is completed, as the rip-rapping and finishing of the gate-house bridge piers referred to in my last report have been completed.

Respectfully submitted,

James L. Tighe

November 13, 1929

Ordered, County Treasurer authorized and directed to pay sum of \$37,074.64 on State Highway Account to Treasurer of the Commonwealth.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Chester on account of County's proportion of cost of work done on East River Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$2,500. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road in Chester.

Ordered, County Treasurer authorized and directed to pay sum of \$600. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road in Chester.

Ordered, that the sum of \$4,000. be paid from County Treasury to Town of Granville.

Ordered, that the sum of \$500. be paid from County Treasury to Town of Granville for work done on Lake Street.

Ordered, that the sum of \$2,400. which is balance of County's proportion of cost of work done on Hampden-Wilbraham Road be paid to Town of Hampden.

Ordered, County Treasurer authorized and directed to pay \$1,673.96 to Town of Ludlow on acct. of County's proportion of cost of work done on West St., in Ludlow.

Ordered, County Treasurer authorized and directed to pay \$1,718.75 to Town of Ludlow on acct. of County's proportion of cost of work done on Fuller St., in Ludlow.

Ordered, County Treasurer authorized and directed to pay \$750. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road in Montgomery.

Orders	November 13, 1929	<p>Ordered, County Treasurer authorized and directed to pay sum of \$577.91 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.</p> <p>Ordered, County Treasurer authorized and directed to pay \$5,754.26 to Town of West Springfield on acct. of County's proportion of cost of work done on River Road and South Boulevard in the Town of West Springfield.</p> <p>Ordered, that the sum of \$3,966.36 be paid from County Treasury to Town of Wilbraham for work done on main highway running from Wilbraham Center to Hampden.</p> <p>Bethune Street extending northeasterly from Allen Street changed to Mandalay Road.</p>
Order to arrest	November 20, 1929	<p>Order to arrest Joseph Ross of Holyoke, holder of permit to be at liberty.</p>
Orders		<p>Ordered, that the sum of \$422.09 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$1,658.51 to Town of West Springfield on acct. of County's proportion of cost of work done on River Road in the Town of West Springfield.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$6,024.80 to Town of Agawam on acct. of County's proportion of cost of work done on Silver Street in the Town of Agawam.</p> <p>Ordered, that the sum of \$300.00 which is balance of County's proportion of cost of work done on Russell-Blanford Stage Road be paid from County Treasury to Town of Russell.</p> <p>Ordered, that the sum of \$50.00 which is balance of County's proportion of cost of work done on main highway to Tolland Center be paid from County Treasury to Town of Tolland.</p>
Report on Cobble Mountain Dam, also Westfield Dam in Granville.	November 23, 1929	<p>Report from James L. Tighe, Engineer, on Cobble Mountain Dam, also Westfield Dam in Granville.</p> <p>November 23, 1929.</p> <p>The Hon. the Board of County Commissioners, Springfield, Mass. John G. Maxfield, Chairman.</p> <p>Dear Sir:</p> <p>The various parts of the construction work on the Cobble Mountain dam referred to in my last report, viz., the excavation of the spillway, the extension up the banks of the concrete cut-off core wall, the depositing of the rock-fill in the toes and the building of the hydraulic core are being continued.</p> <p>In regard to the latter, the amount of material sluiced into place is about 110,000 cubic yards. This work is being kept under</p>

October meeting 1929

strict supervision by continued checking of the material in the laboratory located on the ground and also by tests after the material has been deposited in place. These tests are made to determine the degree of consolidation of the core and consist in pushing a two-inch iron pipe into it at different points from a scow moving around in the core pool.

The excavation of the pressure tunnel was completed on the 12th instant at 3.15 p.m. when both headings met, with their centers practically coinciding, showing the precision with which the work was carried on.

The westfield dam in Granville has been fully completed and the contractor's apparatus removed from the works. Final estimates have not as yet been made of the total work done but the engineers are now preparing these. As far as the dam is concerned, the filling of the reservoir might now be started by closing the gates. This, however, will not be done until the cleaning of the reservoir bottom, which is being done by the city of Westfield itself, has been completed.

Respectfully submitted,

James L. Tighe

November 27, 1929

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Southwick for work done on Point Grove Road in Southwick.

Orders

Ordered, County Treasurer, authorized and directed to pay sum of \$9,890.88 to City of Holyoke on acct. of County's proportion of cost of work done on Westfield Road in Holyoke.

Ordered, that the sum of \$1,383.27 which is balance of County's proportion of cost of work done on Springfield Road, be paid from County Treasury to Town of Palmer.

Voted, to award contract to furnish the County an eight cylinder Studebaker late 1928 model five passenger Sedan to STERLING A. ORR, INC., for the sum of \$1100.00.

Vote

December 4, 1929

Ordered, that the sum of \$500.00 which is balance of County's proportion of cost of work done on East River Road in Chester, be paid from County Treasury to Town of Chester.

Orders

Ordered, that the sum of \$2,497.96 be paid from County Treasury to Town of East Longmeadow for work done on Parker Street.

Ordered, that the sum of \$249.99 which is balance of County's proportion of cost of work done on main road leading from Montgomery to Westfield be paid from County Treasury to Town of Montgomery.

Ordered, that the sum of \$775.91 which is balance of County's proportion of cost of work done on Warren Road in Brimfield be paid from County Treasury to Town of Brimfield.

Ordered, County Treasurer authorized and directed to pay sum of \$1,168.72 to Town of Ludlow on acct. of County's proportion of cost of work done on West Street in Ludlow.

October meeting 1929

Orders

December 4, 1929

Ordered, County Treasurer authorized and directed to pay sum of \$326.64 to Town of Palmer on acct. of County's proportion of cost of work done on Ludlow Road in Palmer.

Report on Cobble Mountain Dam

December 6, 1929

Report from James L. Tighe, Engineer, on Cobble Mountain Dam.

December 6, 1929.

The Hon. the Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

The construction of the core of the Cobble Mountain dam and the sluicing of the material thereto were suspended on November 24th last because of the cost weather which has set in. This work will not be resumed until the weather is more favorable as it is not advisable to continue it during freezing weather. The sluiced material deposited in place in the core is about 115,000 cubic yards or about nine per cent of the total.

The other parts of the work are being carried on notwithstanding the cold weather viz. the building of the rock-fill toes, the excavation of the spillway and the excavation up the banks of the core trench and cut-off trench, but no concrete work will be done on the cut-off wall until the weather becomes milder.

The lining of the tunnel with concrete is being carried on, as here there is no frost to damage the concrete.

It was stated in my last report that the Westfield dam was completed. What is termed the official date of completion was November 20th last.

Respectfully submitted,

James L. Tighe

Orders

December 11, 1929

Ordered, that the sum of \$3,994.56 be paid from County Treasury to City of Westfield for work done on Montgomery Road.

Ordered, County Treasurer authorized and directed to pay \$2,868.94 to Town of Holland on account of County's proportion of cost of work done on Brimfield Road in Holland.

Ordered, County Treasurer authorized and directed to pay \$487.85 to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$4,966.63 to City of Westfield on acct. of County's proportion of cost of work done on Holyoke Road in Westfield.

Ordered, County Treasurer authorized and directed to pay \$824.25 to Town of West Springfield on acct. of County's proportion of cost of work done on River Road and South Boulevard in West Springfield.

October meeting 1929

December 11, 1929

Ordered, County Treasurer authorized and directed to pay \$352.70 to Town of Ludlow on acct. of County's proportion of cost of work done on Three Rivers Road in Ludlow.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,254.00 to Town of Agawam on acct. of County's proportion of cost of work done on Silver Street in Agawam.

Ordered, County Treasurer authorized and directed to pay sum of \$2,816.05 to City of Holyoke on acct. of County's proportion of cost of work done on Westfield Road in Holyoke.

Ordered, County Treasurer authorized and directed to pay sum of \$541.17 to Town of Ludlow on acct. of County's proportion of cost of work done on West Street.

Ordered, County Treasurer authorized and directed to pay sum of \$490.90 to Town of Ludlow on acct. of County's proportion of cost of work done on Fuller Street.

Ordered, that the sum of \$295.71 which is balance of County's proportion of cost of work done on Middlefield Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$1,454.75 which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$800. be paid from County Treasury to Town of Blandford for work done on Chester Road.

December 18, 1929

Ordered, County Treasurer authorized and directed to pay \$4,050. to E. J. PINNEY, INC., on acct. of Springfield District Court House contract.

Ordered, County Treasurer authorized and directed to pay \$3,000. to Town of Palmer on acct. of County's proportion of cost of work done on Palmer-Monson Bridge.

Ordered, County Treasurer authorized and directed to pay \$4,000. to Town of Monson on acct. of County's proportion of cost of work done on Palmer-Monson Bridge.

Ordered, that the sum of \$1,625.87 which is balance of County's proportion of cost of work done on Blandford-Otis Road be paid from County Treasury to Town of Blandford.

Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth on State Highway Account the sum of \$42,303.47 for 1925 and 1926 assessments with interest in the amount of \$105.76.

Edward Walsh released from Hampden County Training School on parole.

Released from
Training School

October meeting 1929

Report on Cobble
Mountain Dam

December 21, 1929

Report from James L. Tighe, Engineer, on Cobble
Mountain Dam.

December 21st, 1929

The Hon. the Board of County Commissioners,
Court House,
Springfield, Mass.
John G. Maxfield, Chairman.

Dear Sir:

Notwithstanding the cold weather, construction work on the Cobble Mountain dam, namely: the building of the rock-fill toes, excavation of the core trench and cut-off wall trench up the slopes, excavation of the spillway and the lining of the tunnel with concrete, is being continued.

The construction of the hydraulic core which, it will be remembered, was suspended because of the cold weather on November 20th last, has not been resumed. This work is shut down for the winter not to be started again until the Spring after the frost is out of the ground.

While concrete is being laid in the tunnel because it is not affected by frost, other concrete work such as the concrete cut-off wall, which would be so affected, will not be done until Spring.

Respectfully submitted,

James L. Tighe

Report

December 20, 1929

Report on inspection of Jail and House of
Correction by County Commissioners in accord-
ance with G. L. Chapter 126 Section 1.Claim for damages
done by Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed and the same amounting
to the sum of

December 20, 1929

Hampden, ss:

Judgment is entered up according to reports etc. and all
matters not acted upon are ordered to be continued and this meeting
is adjourned without day.

Attest:-

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-fourth day of said month, and from time to time to the thirtieth day of said month, in the year of our Lord one thousand nine hundred twenty-nine.

Present:-

John G. Maxfield, Esquire, Chairman)	} County } Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

And by adjournment on the second day of January and from time to time to the second day of April, in the year of our Lord one thousand nine hundred and thirty.

Present:-

John G. Maxfield, Esquire, Chairman)	} County } Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

On said second day of January, the Board, consisting of John G. Maxfield, Charles W. Bray and Edward J. Stapleton, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which John G. Maxfield has two and is chosen Chairman of the Board for the year ensuing.

TO the COUNTY COMMISSIONERS of the COUNTY OF HAMPDEN:

We, the undersigned, Selectmen of the Town of Longmeadow, acting in accordance with a vote of the citizens of said Town at the last annual Town Meeting, hereby respectfully petition your Honorable Board to take the proper action and proceedings under the authority vested in your Board by virtue of Chapter 639 of the Acts of 1914, Section 5, to lay out a new public way from the easterly end of Converse Street in said Town, as accepted by the Town, May 12, 1924, easterly to connect with Dickinson Street Extension, so-called, at the Springfield City Line, and thence northerly over the present route of Dickinson Street Extension to the junction of Tiffany Street in the City of Springfield.

Longmeadow, Mass.,
March 4, 1929.

Edwin S. Munson

Frank B. Allen

Charles H. Bump

Selectmen of the Town of
Longmeadow

Longmeadow, Selectmen of the Town of
Petr. for layout of
Converse St., Extended, from easterly
end of Converse St.
to Longmeadow, easterly to connect with
Dickinson St. Extension, so-called, at
Spfld City Line and northerly to junction
of Tiffany St. in City of Springfield.

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Plans in Book 9,
Pages 6-8 Inclusive.

December meeting 1929

The foregoing petition was entered on the 6th day of March 1929, and due proceedings having been had thereon, on the 5th day of February 1930, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting February 5, 1930

On the Petition of the Selectmen of the Town of Longmeadow praying for a highway to be laid out (Converse Street Extended) in Longmeadow. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of April A. D. 1929, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out said highway in the manner following:

Beginning at the easterly end of the location of Converse Street made in 1897 at a stone bound on the southerly side of Converse Street at Station 104+17.32; thence running easterly on the former location of Converse Street produced straight, bearing N 82°35'10" E 2178.75 feet to a stone bound at the beginning of a curve at Station 82+38.57; thence deflecting to the left from the last line produced, radius 400.10 feet, 254.34 feet to a stone bound on the Springfield and Longmeadow Town Line.

The northerly side of Converse Street is parallel with and 100 feet distant from the line described.

Stone bounds being set on the northerly side 46 feet westerly of the point of beginning on the westerly side of the westerly Park Drive; and 756.22 feet easterly of the point of beginning on the easterly side of the easterly Park Drive; at the beginning of the curve and at the Town Line.

The above layout is indicated on plans made by Merrill & Sears and marked as follows: Plan of Converse Street Extension, Longmeadow, Mass., Scale 1 inch = 40 feet, November 1929, Merrill & Sears, Civil Engineers, Springfield, Mass., and filed in the Hampden County Registry of Deeds and Clerk of Courts' Office.

The layout does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Longmeadow.

Any legal damage sustained by any abutter shall be paid by said Town.

Edward J. Stapleton	} County Commissioners
Charles W. Bray	
Clarence H. Granger	} Associate Commissioner

Hampden, ss: County Commissioners' Meeting February 5, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as

a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Palmer, Mass., August 7, 1929.

To the County Commissioners of the County of Hampden:

The undersigned, inhabitants of the Town of Palmer, in said County, respectfully represent that there is in the Town of Palmer a public way known as Pleasant Street, or the Bondsville Road, leading from Church Street, in the Village of Thorndike, northerly to the highway running from the Village of Bondsville to Four Corners; that the boundaries of said public way are ill-defined and uncertain, and that at places between the points named said highway is too narrow to accommodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public way between the points named for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Robert E. Faulkner	37 Pine St., Palmer
Homer A. Shaw	Three Rivers, Main St.
Sherman M. Stebbins	22 School St., Palmer
Henry W. Holbrook	62 Squire St., Palmer
Frank S. Keith	31 Park St., Palmer
Charles H. Line	41 Pine St., Palmer
Ernest E. Hobson	Palmer, Mass.
Daniel J. Sullivan	School St., Thorndike
James F. Donahue	Pine St., Palmer
Joseph A. Furey	North Main St., Palmer
Timothy J. Crimmins	28 Knox St., Palmer

The foregoing petition was entered on the 13th day of August 1929, and due proceedings having been had thereon, on the 29th day of January 1930, said Commissioners file the following re-location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 29, 1930

On the Petition of Inhabitants of the Town of Palmer praying for a highway to be relocated and altered (Pleasant St or Bondsville Rd) in Palmer, leading from Church St in village of Thorndike northerly to highway running from village of Bondsville to Four Corners. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighteenth day of September A. D. 1929, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now

Palmer, Inhabitants of the Town of Petrs. for relocation and alterations of Pleasant St. or Bondsville Rd leading from Church St. in village of Thorndike northerly to highway running from village of Bondsville to Four Corners.

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Plans in Book 8, Pages 96-99 Inclu.

relocate said highway in the manner following:

The southerly and westerly or left hand side line is bounded and described as follows: Beginning at a stone bound imbedded in the ground, said stone bound being at the point of beginning of a relocation of a highway in the town of Palmer made by the County Commissioners in November 1916, and shown upon Sheet one of a plan of said 1916 relocation, made by W. H. & H. W. Brainerd, Civil Engineers, thence running N 75° 09' W. three hundred forty-nine and no hundredths (349.00) feet to a concrete bound, thence N 53° 36' W four hundred seventy-five and sixty-one hundredths (475.61) feet to a concrete bound, thence N 34° 36' W two hundred eight-two and ninety-five hundredths (282.95) feet to a concrete bound, thence curving to the right by a line with a radius of five hundred seventy-three and sixty-nine hundredths (573.69) feet a distance of two hundred seventy and seventeen hundredths (270.17) feet to a concrete bound, thence N 7° 37' W one hundred two and seventy-nine hundredths (102.79) feet to a concrete bound, thence curving to the left by a line with a radius of three hundred twenty-five and thirty-seven hundredths (325.37) feet a distance of one hundred seventy-four and seventy-one hundredths (174.71) feet to a concrete bound, thence N 38° 23' W two hundred seventy-nine and eighty-five hundredths (279.85) feet to a concrete bound, thence N 44° 48' W four hundred twenty-four and thirty hundredths (424.30) feet to a concrete bound, thence curving to the right by a line with a radius of nine hundred one and sixty-seven hundredths (901.67) feet a distance of four hundred sixteen and fifty-one hundredths (416.51) feet to a concrete bound, thence N 18° 20' W four hundred fifty-seven and ninety-four hundredths (457.94) feet to a concrete bound, thence N 14° 25' W twelve hundred twelve and no hundredths (1212.00) feet to a concrete bound hear but not in the easterly line of the road running from Four Corners, so called, to Bondsville and locally known as Palmer Road.

The northerly and easterly or right hand side line of this relocation is bounded and described as follows: Beginning at a stone bound imbedded in the ground bearing N 14° 51' E and distant fifty (50) feet from the stone bound designated as the point of beginning of the southerly or left hand side of this relocation, thence running N 75° 09' W three hundred thirty-nine and forty-eight hundredths (339.48) feet to a concrete bound, thence N 53° 36' W four hundred fifty-seven and seventy-three (457.73) feet to a concrete bound, thence N 34° 36' W two hundred seventy-four and fifty-nine (274.59) feet to a concrete bound, thence curving to the right by a line with a radius of five hundred twenty-three and sixty-nine hundredths (523.69) feet a distance of two hundred forty-six and sixty-two hundredths (246.62) feet to a concrete bound, thence N 7° 37' W one hundred two and seventy-nine hundredths (102.79) feet to a concrete bound, thence curving to the left by a line with a radius of three hundred seventy-five and thirty-seven hundredths (375.37) feet a distance of two

hundred one and fifty-six hundredths (201.56) feet to a concrete bound, thence N 38° 23' W two hundred eighty-two and sixty-five hundredths (282.65) feet to a concrete bound, thence N 44° 48' W four hundred twenty-seven and ten hundredths (427.10) feet to a concrete bound, thence curving to the right by a line with a radius of eight hundred fifty-one and sixty-seven hundredths (851.67) feet a distance of three hundred ninety-three and forty-one hundredths (393.41) feet to a concrete bound, thence N 18° 20' W four hundred fifty-six and twenty-three hundredths (456.23) feet to a concrete bound, thence N 14° 25' W twelve hundred ten and twenty-nine hundredths (1210.29) feet to a concrete bound.

The above described highway is laid out fifty (50) feet wide and is shown upon a plan made by Edward L. Davis, Civil Engineer, of Palmer, Mass., dated November 1929, to which reference is hereby made.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcels are indicated on plans above mentioned on file in the Hampden County of Registry of Deeds and Clerk of Courts' Office, and are further described as follows:

Parcel #1. Michail and Mary Witkowski. All that portion of land lying northerly of the existing traveled way, bounded easterly by the relocation of 1916, southerly by the existing traveled way, westerly by land now or formerly of Joseph Kroll, and northerly by the northerly line of this relocation containing about twenty hundredths (0.20) of an acre more or less.

Parcel #2. Stanley Karczmarczyk. All that portion of land lying southerly of the travelled way bounded easterly by the relocation of 1916, southerly by the southerly line of this relocation, westerly by land now or formerly of John Kroll, and northerly by the existing traveled way containing about twelve hundredths (0.12) of an acre more or less.

Parcel #3. Joseph Kroll. All that portion of land lying northerly of the traveled way and bounded easterly by land of Michael and Mary Witkowski, southerly by the existing traveled way, westerly by land of John and Stanislaw Kosmider and northerly by the northerly line of this relocation, containing about sixteen hundredths (0.16) of an acre more or less.

Parcel #4. Joseph Kroll. All that portion of land lying southerly of the traveled way bounded easterly by the land of Stanley Karczmarczyk, southerly by the southerly line of this relocation, westerly by land of John and Victoria Tyburski and northerly by the existing traveled way containing ten hundredths (0.10) of an acre more or less.

Parcel #5. John and Stanislaw Kosmider. All that portion of land lying northerly of the highway fence as it now stands bounded easterly by land of Joseph Kroll, southerly by the aforementioned fence, westerly by land of Mary Drzal and northerly by the northerly line of this relocation, containing about sixty-three hundredths (0.63) of an acre more or less.

Parcel #6. John W. and Victoria Tyburski. All that portion of land lying southerly of the traveled way, bounded easterly by land of Joseph and Sophie Bogarcz, southerly by the southerly line of this relocation, westerly by land of Joseph and Nellie Fila and northerly by the existing traveled way containing about six (0.06) hundredths of an acre more or less.

Parcel #7. Joseph and Nellie Fila. All that portion of land lying southerly of the existing traveled way bounded easterly by land of John W. and Victoria Tyburski, southerly by the southerly line of this relocation and northerly by the existing traveled way containing about five (0.05) hundredths of an acre more or less.

Parcel #8. Wladyslaw and Mary Ciotkowski. All that portion of land lying southerly or westerly of the existing traveled way bounded easterly by a road, the location of which is unknown, southerly by the southerly line of this relocation, westerly by land now or formerly of the Hampden Railroad Company and northerly by the existing traveled way, containing about forty hundredths (0.40) of an acre more or less.

Parcel #9. Mary Drzal. All that portion of land lying northerly of the fence as it now stands bounded northerly and easterly by the northerly line of this relocation and southerly and westerly by the aforementioned fence, containing about fourteen hundredths (0.14) of an acre more or less.

Parcel #10. Hampden Railroad Company. All that portion of land lying westerly of the existing traveled way or highway fence bounded southerly by land of Wladyslaw and Mary Ciotkowski, westerly by the westerly line of this relocation, northerly by land of John and Apolonia Midura and easterly by the traveled way or existing fence, containing about ten hundredths (0.10) of an acre more or less.

Parcel #11. John W. Kos. All that portion of land lying northerly or easterly of the highway fence as it now stands bounded southerly by land of the Hampden Railroad Company, westerly by the fence as it now stands, northerly by land of Henning W. and Anna May Forsman, and easterly by the easterly line of this relocation, containing about eleven hundredths (0.11) of an acre more or less.

Parcel #12. John and Apolonia Midura. All that portion of land lying southerly or westerly of the existing highway fence bounded southerly by land of the Hampden Railroad Company, westerly by the westerly line of this relocation, northerly by the road leading from Four Corners to

Bondsville, locally known as Palmer Road, and easterly by the existing fence, containing about twelve hundredths (0.12) of an acre more or less.

Parcel #13. Henning W. and Anna May Forsman. All that portion of land lying northerly or easterly of the existing highway fence bounded southerly by land of John W. Kos, westerly by the existing highway fence, northerly by land of Catherine, Nellie and Mary Moynaham, and easterly by the easterly line of this relocation, containing about eight hundredths (0.08) of an acre more or less.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

Michail and Mary Witkowski	\$1.00
Stanley Karczmarczyk	1.00
Joseph Kroll	1.00
Joseph Kroll	1.00
John and Stanislaw Kosmider	1.00
John W. and Victoria Tyburski	1.00
Joseph and Nellie Fila	1.00
Wladyslaw and Mary Ciotkowski	1.00
Mary Drzal	1.00
Hampden Railroad Company	1.00
John W. Kos	1.00
John and Apolonia Midura	1.00
Henning W. and Anna May Forsman	1.00

Payment to be made to the several parties damaged by the Town of Palmer when entry is actually made upon the premises for highway purposes.

John G. Maxfield	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

HAMPDEN, ss. County Commissioners' Meeting January 29, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk

Dec. meeting 1929

Springfield, Mayor of the City of Petr. for layout of new public way from a point at or near junction of Tiffany Street with Dickinson Street Extension, so-called, southerly over Dickinson Street Extension to Longmeadow Town Line and thence westerly to easterly end of Converse Street.

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Plans in Book 9,
Pages 1-5 Inclusive.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

I, Fordis C. Parker, Mayor of the city of Springfield, hereunto duly authorized by vote of the city council of Springfield, hereby respectfully petition your Honorable Board to take the proper action and proceedings under the authority vested in your Board by virtue of Chapter 639 of the Acts of 1914, Section 5, to lay out a new public way from a point in the city of Springfield at or near the junction of Tiffany Street with the Dickinson Street Extension, so-called, southerly over the present route of Dickinson Street Extension to the Longmeadow Town line and thence westerly to the easterly end of Converse Street in said town.

Springfield, Mass.,
September 16, 1929.

Fordis C. Parker

The foregoing petition was entered on the 20th day of September 1929, and due proceedings having been had thereon, on the 5th day of February 1930, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting February 5, 1930

On the Petition of the Mayor of the City of Springfield praying for a highway to be laid out (Dickinson Street Extension) in Springfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirtieth day of October A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out said highway in the manner following:

Commencing at a stone bound at Station 35+42.25 on the westerly side of Dickinson Street at the end of the tangent marked S 6° 51' 40" E and being distant 60 feet from a stone bound on the easterly side of Dickinson Street at the point of curve which swings into the northerly line of Tiffany Street; thence deflecting on a curved line to the left of the tangent marked S 6° 51' 40" E produced southerly, deflection angle 29° 28' 25" 519.16 feet to a stone bound at Station 40+35.69 at the end of the curve; thence S 36° 20' 05" E tangent to the above mentioned curve 834.24 feet to a stone bound at Station 48+69.33; thence in a curved line to the right, radius 550 feet, intersection angle 91° 48' 05" 881.23 feet to a stone bound at the end of a curve at Station 58+31.27, and passing through a stone bound at 440.625 feet from the beginning of said curve; thence S 55° 28' W tangent to the end of the last mentioned curve 698.39 feet to a stone bound at the beginning of a curve at Station 65+29.66; thence south and deflecting to the left in a curve, radius 900 feet, intersection angle 53° 28' 839.85 feet to a stone bound at the end of the curve at Station 73+22.85, passing

through a stone bound on the westerly side of the Park Drive 203.19 feet from the beginning of said curve; thence S 2° 00' W on a line tangent to the end of the last mentioned curve 423.31 feet to a stone bound at the beginning of a curve at Station 77+46.16; thence on a curved line deflecting to the right, radius 300.10 feet, 306.05 feet to a stone bound on the Springfield and Longmeadow Town Line. The easterly side of the street is parallel with the line described and 100 feet distant therefrom, from Tiffany Street to the Longmeadow line. Stone bounds being set on both sides of the street.

The above layout is indicated on plans made by Merrill & Sears and marked as follows: Plan of Dickinson Street Extension, Springfield, Mass., Scale 1 inch = 40 feet, November 1929, Merrill & Sears, Civil Engineers, Springfield, Mass., and filed in the Hampden County Registry of Deeds and Clerk of Courts' Office.

The layout does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the City of Springfield.

Any legal damage sustained by any abutter shall be paid by said City.

John G. Maxfield	}	County Commissioners.
Charles W. Bray		
Edward J. Stapleton		

HAMPDEN, ss. County Commissioners' Meeting February 5, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, each being an inhabitant and Selectman of the Town of Granville, that common convenience and necessity require the lay out, location, relocation, alteration, widening, construction and specific repairs of a highway from a point on the highway leading from Granville to Blandford called South Street near the Pomeroy farm north to the Springfield Water Works dam at Cobble Mountain.

WHEREFORE your petitioners pray that you will, after due notice, view, and hearing, proceed to lay out, locate, relocate, alter, widen and construct, and make specific repairs of a highway as above represented.

DATED this 14 day of Oct. 1929.

E. A. Jensen
Porter T. Frisbie
David F. Kenney
Selectmen of the Town of Granville

Granville, Selectmen of the Town of Peters for layout, location relocation, alteration, widening, construction and specific repairs of highway from a point on highway leading from Granville to Blandford called South Street near Pomeroy farm north to Spfld. Water Works dam at Cobble Mt.

The foregoing petition was entered on the 16th day of October 1929, and due proceedings having been had thereon, on the 15th day of January 1930, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting January 15, 1930

On the Petition of the Selectmen of the Town of Granville praying for a highway to be laid out, located, relocated, altered, widened, constructed and specific repairs made thereon in Granville. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the second day of December A. D. 1929, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, located and constructed.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now layout, locate and order constructed said highway in the manner following:

Description of Center Line of a Strip of Land 3 rods
in width. Alignment of Highway #2 in the Town of Granville.

Beginning at Sta. 106+49.5, which is a point 652.9 feet easterly along the Granville-Russell town line from a stone monument which is the corner bound of Granville, Blandford, and Russell, thence S 14-00-E for a distance of 391.0 feet, thence to the left along a curve of radius 130.2 feet a distance of 251.7 feet, thence N 55-15-E a distance of 108.6 feet, thence to the right along a curve of radius 143.0 feet a distance of 294.5 feet, thence S 6-45-E a distance of 119.4 feet, thence S 11-11-E a distance of 581.4 feet, thence to the right along a curve of radius 262.0 feet a distance of 230.4 feet, thence to the left along a curve of radius 211.5 feet a distance of 230.1 feet, thence S 22-50-E a distance of 178.5 feet, thence to the right along a curve of radius 262.0 feet a distance of 348.3 feet, thence S 53-47-W a distance of 1819.8 feet, thence to the left along a curve of radius 573.7 feet a distance of 343.5 feet, thence S 19-27-W a distance of 214.0 feet, thence to the right along a curve of radius 166.3 feet a distance of 183.1 feet, thence S 83-33-W a distance of 560.5 feet, thence to the right along a curve of radius 287.9 feet a distance of 254.3 feet, thence N 45-35-W a distance of 606.6 feet, thence in two parts: the part leading to Granville going N 53-22-W a distance of 68.4 feet thence to the left along a curve of radius 50.0 feet a distance of 100.2 feet to the highway leading from Granville to Blandford; the part leading to Blandford going N 45-35-W a distance of 34.8 feet, thence to the right along a curve of radius 478.3 feet a distance of 153.3 feet to the above mentioned highway.

The total length of the section of the highway in the town of Granville is 7107.2 feet. Area is 8.08 acres, more or less.

The layout above described is indicated on a plan prepared by the City of Springfield, Water Department, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

PLAN AND PROFILE
The New Highway
From a Point near Pomeroy Farm on
GRANVILLE-BLANDFORD ROAD
To Cobble Mountain Dam
July, 1929

Hor. - 1"=200'
Scales Vert.- 1"= 20'

AND the following described parcel of land is taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcel is described as follows:

FROM the CITY OF SPRINGFIELD Beginning at Sta.106+49.5, which is a point 652.9 feet easterly along the Granville-Russell town line from a stone monument which is the corner bound of Granville, Blandford, and Russell, thence S 14-00-E for a distance of 391.0 feet, thence to the left along a curve of radius 130.2 feet a distance of 251.7 feet, thence N 55-15-E a distance of 108.6 feet, thence to the right along a curve of radius 143.0 feet a distance of 294.5 feet, thence S 6-45-E a distance of 119.4 feet, thence S 11-11-E a distance of 581.4 feet, thence to the right along a curve of radius 262.0 feet a distance of 230.4 feet, thence to the left along a curve of radius 211.5 feet a distance of 230.1 feet, thence S 22-50-E a distance of 178.5 feet, thence to the right along a curve of radius 262.0 feet a distance of 348.3 feet, thence S 53-47-W a distance of 1819.8 feet, thence to the left along a curve of radius 573.7 feet, a distance of 343.5 feet, thence S 19-27-W a distance of 214.0 feet, thence to the right along a curve of radius 166.3 feet a distance of 183.1 feet, thence S 83-33-W a distance of 560.5 feet, thence to the right along a curve of radius 287.9 feet a distance of 254.3 feet, thence N 45-35-W a distance of 606.6 feet, thence in two parts: the part leading to Granville going N 53-22-W a distance of 68.4 feet thence to the left along a curve of radius 50.0 feet a distance of 100.2 feet to the highway leading from Granville to Blandford; the part leading to Blandford going N 45-35-W a distance of 34.8 feet, thence to the right along a curve of radius 478.3 feet a distance of 153.3 feet to the above mentioned highway.

The total length of the section of the highway in the town of Granville is 7107.2 feet. Area is 8.08 acres, more or less.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having hears the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

City of Springfield \$1.00

To be paid to them when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the work shall be completed on or before the first day of October 1930.

It is ordered that the work be done in accordance with said plans and description, and that if any special or unusual damage is done to the surface of the road by the City of Springfield in its construction work, same shall be repaired and the road placed in good condition by the City of Springfield.

By agreement between the Town of Granville and the City of Springfield as communicated by both parties to the County Commissioners and with the approval of the Commissioners, the work of building said way shall be done by the City of Springfield, and it is ordered that the expense of building said way shall be borne and paid for by the City of Springfield, and that the said City pay to any party from whom land is taken or who is otherwise damaged in the building of said way, the amount of such damage as may be finally ascertained.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

John G. Maxfield	}	County Commissioners
Charles W. Bray		
Edward J. Stapleton		

HAMPDEN, ss. County Commissioners' Meeting January 15, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Blandford, Inhabitants of the Town of, Petrs. for layout, location, re-location, alteration, widening, construction, and specific repairs of highway from a point on highway leading from Blandford to Otis near bridge over Pebble Brook, southerly to highway leading from Blandford to West Granville at a point where North East corner of land belonging to one Peebles joins said highway.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, each being an inhabitant of the Town of Blandford, that common convenience and necessity require the lay out, location, relocation, alteration, widening, construction, and specific repairs of a highway from a point on the highway leading from Blandford to Otis, near the bridge over Pebble Brook, Southerly to the highway leading from Blandford to West Granville at a point where the north East corner of the land belonging to One Peebles joins said highway.

WHEREFORE your petitioners pray that you will, after due notice, view, and hearing, proceed to lay out, locate, relocate, alter, widen, and construct, and make specific repairs of a highway as above represented.

DATED this fourth day of November 1929.

Sven A. Anderson
F. E. Shepard
F. E. Betters
Philip H. Robinson
W. J. Peebles
F. B. Hart
A. H. Smith
Oscar Menchetti

Hattie M. P. Smith
A. M. Ritter
C. W. Shepard

The foregoing petition was entered on the 5th day of November 1929, and due proceedings having been had thereon, on the 15th day of January 1930, said Commissioners file the following location report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting January 15, 1930

On the Petition of Inhabitants of the Town of Blandford praying for a highway to be laid out, located, relocated, altered, widened, constructed and specific repairs made thereon in Blandford. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of December A. D. 1929, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, located and constructed.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, now layout, locate and order constructed said highway in the manner following:

Beginning at a point on the Southerly line of the Blandford-Otis Road, so-called, 48 feet westerly from the Southwest corner of the bridge over Pebble Brook, the center line of a strip or parcel of land three rods in width is described as follows:

Thence running South 6° 20' East 318.2 feet across land now or formerly of one Perkins to a point; thence South 13° 30' East 924.8 feet to a point on the Southerly property line of said Perkins, said point being 118 feet West of Pebble Brook along said property line; thence running South 13° 30' East 989.0 feet across land now or formerly of one Jordan to a point on the Southerly property line of said Jordan; thence running South 13° 30' East 254.0 feet across land belonging to the City of Springfield to a point; thence to the right along a curve with a radius of 844.9 feet a distance of 199.1 feet; thence South 0° 00' 362.8 feet; thence to the left along a curve with a radius of 200.6 feet a distance of 98.0 feet; thence South 27° 59' East 553.2 feet; thence to the right along a curve with a radius of 659.3 feet a distance of 198.5 feet; thence South 10° 44' East 185.5 feet; thence to the right along a curve with a radius of 227.6 feet a distance of 188.4 feet; thence South 36° 24' West 83.6 feet; thence to the left along a curve with a radius of 192.7 feet a distance of 184.5 feet; thence South 18° 09' East 405.7 feet; thence to the right along a curve with a radius of 174.0 feet a distance of 97.4 feet; thence South 13° 51' West 635.3 feet to a point on the Northerly property line of one Peebles; thence running South 13° 51' West 45.0 feet across land of said Peebles to a point on the Northerly line of the highway leading from Blandford to West Granville known as the Beech Hill Road.

The layout above described is indicated on a plan prepared by the City of Springfield, Water Department, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

SPRINGFIELD WATER WORKS
Plan and Profile
Highway No. 3
Proposed Highway from Perkins Farm On
Otis Road to Beech Hill Road Near Smith Farm

Oct. 26, 1929

Scales as Noted.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. Said parcels are indicated on plans on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, prepared as follows:

PLAN OF PROPOSED HIGHWAY
Through The Land Of
S. H. PEEBLES
Nov. 9, 1929 Scale - 1"=20'

PLAN OF PROPOSED HIGHWAY
Through The Land Of
D. JORDAN
Nov. 9, 1929 Scale - 1"=200'

PLAN OF PROPOSED HIGHWAY
Through The Land Of
J. E. PERKINS
Nov. 9, 1929 Scale - 1"=200'

and are further described as follows:

FROM S. H. PEEBLES: Starting at a point on the Peebles-City of Springfield property line about 35 feet westerly along said line from the center of the Beech Hill Road so-called, thence north 60 degrees 35 minutes west along said property line a distance of 50.9 feet, thence south 13 degrees 51 minutes west a distance of 100 feet to a point on the north right of way boundary of the Beech Hill Road, so-called, thence easterly along said right of way boundary about 92 feet, thence north 13 degrees 51 minutes east a distance of 11 feet to the point of beginning, the enclosed area containing 0.05 acres.

FROM D. JORDAN: Starting at a point on the Perkins-Jordan property line 93 feet west of Pebble Brook, thence running south 70 degrees 45 minutes west along said property line a distance of 49.8 feet, thence south 13 degrees 30 minutes east a distance of 975.3 feet to a point on the Jordan-City of Springfield property line, thence south 79 degrees 10 minutes east along said property line a distance of 54.3 feet, thence north 13 degrees 30 minutes west a distance of 1,002.7 feet to the point of beginning, the enclosed area containing 1.12 acres.

FROM J. E. PERKINS: Starting at a point on the south right of way boundary of the Otis Road, so-called, 73 feet west of the south west corner of the bridge over Pebble Brook, thence running south 6 degrees 20 minutes east a distance of 325.7 feet, thence south 13 degrees 30 minutes east a distance of 928.8 feet to a point on the Perkins-Jordan property line, thence north 70 degrees 45 minutes east along the Perkins-Jordan property line a distance of 49.8 feet, thence north 13 degrees 30 minutes west a distance of 920.8 feet, thence north 6 degrees 20 minutes west a distance of 300.0 feet to a point on the south right of way boundary of the Otis Road, so-called, thence westerly along said right of way boundary a distance of 51 feet to the point of beginning, the enclosed area containing 1.41 acres.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

S. H. Peebles	\$ 9.00
D. Jordan	197.80
J. E. Perkins	248.60

To be paid to them when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners work shall be completed on or before the first day of October 1930.

It is ordered that the work be done in accordance with said plans and description, and that if any special or unusual damage is done to the surface of the road by the City of Springfield in its construction work, same shall be repaired and the road placed in good condition by the City of Springfield.

By agreement between the Town of Blandford and the City of Springfield as communicated by both parties to the County Commissioners and with the approval of the Commissioners, the work of building said way shall be done by the City of Springfield, and it is ordered that the expense of building said way shall be borne and paid for by the City of Springfield, and that the said City pay to the several parties from whom land is taken the amount awarded as above set forth or such amount as the parties damaged may finally recover.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

John G. Maxfield	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

HAMPDEN, ss. County Commissioners' Meeting January 15, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

To the Honorable Board of County Commissioners of the County of Hampden: Respectfully represent the undersigned inhabitants of the Town of Granville that portions of the following described public highways within said town are within the area to be flooded by the new reservoir of the City of Westfield now under construction in accordance with plans approved by your Honorable Board March 2, 1927, and that common convenience and necessity require the alteration, relocation or discontinuance of the same, or portions thereof.

Granville, Inhabitants of the Town of Petrs. for alteration, relocation or discontinuance of road commencing at easterly line of old Granville-Westfld. Road opposite intersection of said road with West Granville or Wild Cat Rd, southerly through property of Hollister, et al, Dexter Farnham et al, to dwelling of Peter

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Henrickson, and road commencing at easterly line of Old Granville-Westfield road nearly opposite dwelling of Peter Olsen, easterly to junction with road above described leading to Hollister and Farnham places; or portions thereof.

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Plan in Book 9,
Page 10.

The following are the highways herein referred to:-

(1) Commencing at the easterly line of the old Granville-Westfield road opposite the intersection of said road with the West Granville or Wild Cat Road, so-called; thence southerly through property formerly of Hollister et al. about 2950 feet to the intersection with a road leading westerly to said old Granville-Westfield road; thence continuing southerly about 5900 feet through property formerly of Dexter Farnham et al. to the Id Mountain or Winchell road, so-called; thence westerly by said Id Mountain or Winchell road about 5150 feet to the easterly line of said old Granville-Westfield road just southerly of the dwelling formerly of Peter Henrickson.

(2) The road commencing at the easterly line of the old Granville-Westfield road nearly opposite the dwelling of Peter Olsen and running easterly about 1100 feet to junction with the road previously described which leads by the Hollister and Farnham places.

Wherefore, we respectfully petition your Honorable Board, after public notice and hearing as required by law, and a view or such other investigation as you may deem necessary or expedient, to alter, relocate or discontinue said public highways, or portions thereof, and to take such other action in the premises as to law and justice may appertain.

D. E. Farnham
Edwin Farnham
Guy J. Hansen
Arthur R. Hunt
Peter Henrickson

The foregoing petition was entered on the 6th day of November 1929, and due proceedings having been had thereon, on the 26th day of March 1930, said Commissioners file the following relocation and discontinuance report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 26, 1930

On the petition of D. E. Farnham and others, inhabitants of the Town of Granville for alteration, relocation or discontinuance of road commencing at the easterly line of the Old Granville-Westfield Road opposite the intersection of said road with West Granville or Wild Cat Road southerly through property of Hollister et al. Dexter Farnham et al to dwelling of Peter Henrickson, and road commencing at the easterly line of the old Granville-Westfield Road nearly opposite dwelling of Peter Olsen, easterly to junction with road above described leading to Hollister and Farnham places; or portions thereof, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of December A. D. 1929, view said highway, and hear all parties interested, and at the time of said view, certain persons interested having objected, the Commissioners

gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the fifth day of February, A. D. 1930, at 10 o'clock in the forenoon at which time all persons who had objected at the hearing of December 11th, were present and were heard. Said hearing having been had, and all parties interested now being in agreement, the Commissioners did adjudge that common convenience and necessity required that said highway should be re-located and altered and sections of road discontinued, and do now relocate, alter and discontinue in the manner following:

Description of Relocation and Alteration

Beginning at a point in the center of the present highway, opposite location of former dwelling of one Hollister, said point bearing S. 54° 10' 15" W. 25.00 feet from a stone monument in the easterly line of the relocation; thence on a curve to the right, radius 314.29 feet, about 193.63 feet; thence S. 0° 31' 45" E. about 136.77 feet; thence on a curve to the left, radius 623.24 feet, about 175.81 feet; thence on a curve to the right, radius 800.00 feet, about 159.47 feet; thence on a curve to the left, radius 1300.00 feet, about 160.00 feet; thence S. 12° 19' 15" E. about 50.00 feet; thence on a curve to the right, radius 500.00 feet, about 244.98 feet; thence S. 15° 45' 0" W. about 258.11 feet; thence on a curve to the left, radius 566.09 feet, about 293.20 feet to a point in the center of the present road, said point bearing S. 76° 04' 30" W. 25.00 feet from a stone monument in the easterly line of said relocation. The afore described line is the center line of the relocation, which is laid 50.00 feet wide.

Specifications for Building the Section of Road Relocated.

All work shall be done in a substantial manner and subject to the approval and acceptance of the County Commissioners; and it is ordered by the Commissioners that the City of Westfield shall, on or before the first day of July, 1930, complete or finish the same so that 14 feet in width thereof, throughout the whole, exclusive of gutters on the sides, shall be convenient and safe for public travel. If practicable, the center of the traveled part shall be the center of the location.

The form and manner of construction shall be as follows: All obstructions shall be removed from every part of the same to the width aforesaid and so crowned that the center shall be 8 inches higher than the sides by a circular curved surface; grades not to exceed 6%. Drains and sluices shall be of concrete, iron or vitrified pipe of sufficient capacity at all places for conducting away the water. 8 inches of the surface of the whole part to be traveled shall consist of gravel. Where excavations are necessary, the slope of the banks on the side shall not exceed one foot perpendicular to one and one-half foot horizontal. Railings or proper guards shall be erected at all steep and dangerous places.

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The following sections of road shall be discontinued:

- (1) That portion of the present highway which leads southerly through property formerly of Hollister and property formerly of Dexter Farnham, which lies immediately westerly, outside and between the termini of the described relocated section;
- (2) All that section of road commencing at the easterly line of the old Granville-Westfield road nearly opposite the dwelling of Peter Olsen and running easterly about 1100 feet to junction with the road which leads by the Hollister and Farnham places.

No damages having been claimed, none are awarded.

All damages sustained by reason of said relocation, alteration and discontinuance, shall be paid by the City of Westfield, to be paid when the land over which the highway is located shall have been actually entered upon and possession taken for the purpose of constructing said highway.

In relocating said road, bound stones shall be erected by the City of Westfield at such places as the engineer for the City may determine.

A plan of said relocation and discontinuance is filed in the Hampden County Registry of Deeds and Clerk of Courts' office and made a part of this report.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

United Electric Light Company, Petrs. for authority to construct private railroads to cross at grade Mechanic, Howard, Bliss and State Streets, in Spfld. west of and connecting with the New York, New Haven & Hartford Railroad Co.

Hampden, ss.

Springfield

November 26, 1929

To the Honorable, the County Commissioners of Hampden County:-

Respectfully represents the United Electric Light Company a corporation duly organized and existing under the laws of the Commonwealth of Massachusetts with its principal place of business in said Springfield:

That it is desirous of constructing, maintaining and operating railroads on its own land for its private use in the transportation of freight, to be operated by steam power or other motor power to cross at grade Mechanic, Howard, Bliss and State Streets, west of the New York, New Haven & Hartford Railroad Company location and connecting with the said New York, New Haven & Hartford Railroad Company as shown on a plan entitled "United Electric Light Company, Proposed Railroad Sidings, November, 1929." filed herewith by said company,

That said Mechanic, Howard, Bliss and State Streets are public ways or traveled places in said Springfield,

That your petitioner has secured the consent of the New York, New Haven & Hartford Railroad Company to connect said railroads for private use with its railroad.

That your petitioner has secured the consent of the Board of Aldermen of the City of Springfield, for the construction, operation and maintenance of said railroads, with their approval of the place and manner thereof and their permission to use steam power thereon and as

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Plan in drawer of map case.

HIGHWAY
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PAGE# 65-70

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appears by their order duly passed and approved by the Mayor on the twenty-fifth day of November, 1929,

Wherefore, your petitioner respectfully prays that this Honorable Board, after notice and a hearing as prescribed by law, will adjudge that public necessity requires that the proposed railroads for private use as above set forth be at the same level as the said public ways or traveled places, and that your Honorable Board make a decree specially authorizing and/or requiring that your petitioner so to construct its railroads, and for such other and further relief as may be just and proper.

United Electric Light Company

By L. J. Scott
Its Vice President

The foregoing petition was entered on the 27th day of November 1929, and due proceedings having been had thereon, the following Confirmation of Consent from Railroad to United Electric Light Company was filed on the 30th day of December 1929; Interlocutory Decree was filed on the 8th day of January 1930; Consent from Department of Public Utilities was filed on the 15th day of February 1930; and Final Decree was filed on the 19th day of February 1930, to wit:

CONFIRMATION OF CONSENT FROM RAILROAD TO UNITED ELECTRIC LIGHT COMPANY TO CONNECT SIDE TRACKS WITH RAILROAD.

New Haven, Conn., Dec. 24, 1929.

United Electric Light Co.,

Mr. L. J. Scott, Exec. Vice Pres.,

Springfield, Mass.

Dear Sir:

Referring to petition submitted by your company to the County Commissioners of Hampden County in furtherance of your desire to construct, maintain and operate sidetracks across Mechanic, Howard, Bliss and State Streets, as illustrated on plan entitled:- "United Electric Light Company, Proposed Railroad Sidings, November, 1929":

The petition contains the following paragraph:

"That your petitioner has secured the consent of the New York, New Haven & Hartford Railroad Company to connect said railroads for private use with its railroad."

According to advise received over the telephone this morning from Mr. G. R. Kent, General Real Estate Agent, you require from the railroad company, for presentation at the hearing before the County Commissioners scheduled for Monday, December 30th, a statement from the railroad that the consent of the New York, New Haven and Hartford Railroad Company to connect your proposed sidetracks with the railroad has been given, as per the clause quoted above, and this is to confirm the statement made in that paragraph.

Yours truly,

R. L. Pearson
Chief Engineer.

INTERLOCUTORY DECREE
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

November 26, 1929

To the Honorable, the County Commissioners of Hampden County:-

Respectfully represents the United Electric Light Company, a corporation duly organized and existing under the laws of the Commonwealth of Massachusetts with its principal place of business in said Springfield:

That is is desirous of constructing, maintaining and operating railroads on its own land for its private use in the transportation of freight, to be operated by steam power or other motor power to cross at grade Mechanic, Howard, Bliss and State Streets, west of the New York, New Haven & Hartford Railroad Company location and connecting with the said New York, New Haven & Hartford Railroad Company as shown on a plan entitled "United Electric Light Company, Proposed Railroad Sidings, November, 1929." filed herewith by said company.

That said Mechanic, Howard, Bliss and State Streets are public ways or traveled places in said Springfield,

That your petitioner has secured the consent of the New York, New Haven & Hartford Railroad Company to connect said railroads for private use with its railroad.

That your petitioner has secured the consent of the Board of Aldermen of the City of Springfield, for the construction, operation and maintenance of said railroads, with their approval of the place and manner thereof and their permission to use steam power thereon and as appears by their order duly passed and approved by the Mayor on the twenty-fifth day of November, 1929.

Wherefore, your petitioner respectfully prays that this Honorable Board, after notice and a hearing as prescribed by law, will adjudge that public necessity requires that the proposed railroads for private use as above set forth be at the same level as the said public ways or traveled places, and that your Honorable Board make a decree specially authorizing and/or requiring that your petitioner so to construct its railroads, and for such other and further relief as may be just and proper.

United Electric Light Company

By L. J. Scott
Its Vice President

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

January 8, 1930

On the petition aforesaid after due notice to all persons interested, and a hearing, said Commissioners do adjudge that public necessity require the crossing at the same level as prayed for in said petition.

John G. Maxfield)
Charles W. Bray)
Edward J. Stapleton)
 County
 Commissioners
 of the County
 of Hampden.

CONSENT FROM DEPARTMENT OF PUBLIC UTILITIES

Seal. State House, Boston, February 14, 1930.

Mr. Charles M. Calhoun,
Clerk, County Commissioners of Hampden County,
Springfield, Massachusetts.

Dear Sir:-

Enclosed please find copy of order of the Department consenting to the construction and maintenance by the United Electric Light Company of Springfield of private railroad tracks across certain streets in Springfield.

Very truly yours,

Allan Brooks
Administrative Secretary.

THE COMMONWEALTH OF MASSACHUSETTS

(seal) DEPARTMENT OF PUBLIC UTILITIES

February 14, 1930.

Petition of the County Commissioners of Hampden County for consent to the construction and maintenance by the United Electric Light Company of private railroad tracks across Mechanic, Howard, Bliss and State streets at grade in the city of Springfield.

It appearing, after notice and hearing, that the board of aldermen of the city of Springfield, by order adopted November 25, 1929, has consented to the construction and maintenance by the United Electric Light Company of railroad tracks for private use across said streets; that the county commissioners of Hampden County, by order dated January 8, 1930, have adjudged that public necessity requires that the railroad cross said streets at a level therewith, and that the same is consistent with the public interests,-it is

ORDERED, that the consent of the Department be hereby given to the construction and maintenance by the United Electric Light Company of railroad tracks for private use in the transportation of freight, to be operated by steam power, upon and across Mechanic, Howard, Bliss and State streets in the city of Springfield, as shown upon a plan on file with the petition.

This consent is given subject to the following limitations, conditions and restrictions:

1. The United Electric Light Company shall cause a flagman to display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossings, and that no engine, car or train shall cross at a greater speed than four miles an hour.
2. Said crossings shall be maintained only until otherwise ordered by the Department or its successors or by other competent authority.
3. The Department reserves the right to change or modify the foregoing conditions and to make such further regulations governing

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the use of the tracks of said United Electric Light Company as may from time to time be deemed to be in the public interests.

By order of the Department,

(Signed) ALLAN BROOKS,

Administrative Secretary.

Seal

A true copy.

Attest: Allan Brooks
Administrative Secretary.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting February 19, 1930.

Upon the petition of the United Electric Light Company for authority to construct, maintain and operate railroads on its own land for private use, to cross at grade Mechanic, Howard, Bliss and State Streets, in Springfield, west of and connecting with the New York, New Haven & Hartford Railroad Company, it appearing that public necessity requires that the prayer of said petition should be granted, and that the Department of Public Utilities has consented, in writing, to the construction and maintenance by the United Electric Light Company of railroad tracks for private use in the transportation of freight, to be operated by steam power, upon and across Mechanic, Howard, Bliss and State Streets in the City of Springfield, as shown upon a plan on file with the petition, this consent being given subject to the following limitations, conditions and restrictions:

1. The United Electric Light Company shall cause a flagman to display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossings, and that no engine, car or train shall cross at a greater speed than four miles an hour.
2. Said crossings shall be maintained only until otherwise ordered by the Department or its successors or by other competent authority.
3. The Department reserves the right to change or modify the foregoing conditions and to make such further regulations governing the use of the tracks of said United Electric Light Company as may from time to time be deemed to be in the public interests.

It is hereby DECREED that the said Company be specially authorized to construct said railroads for private use as above set forth at the same level as the said public ways or traveled places.

John G. Maxfield	)	County
	:	Commissioners
Charles W. Bray	)	of the County
	:	of Hampden
Edward J. Stapleton)	

TO THE BOARD OF COUNTY COMMISSIONERS WITHIN AND FOR THE COUNTY OF
HAMPDEN;
RESPECTFULLY REPRESENTS YOUR PETITIONER AS FOLLOWS:-

1. That public necessity and convenience require that your petitioner be granted a location for a siding track across a travelled way at Indian Orchard in the City of Springfield, Massachusetts, more particularly described as follows:-

Beginning at a point in the center line of the proposed siding at land of the Chapman Valve Manufacturing Co., at station 10+49.96 on plan, said point also being 158.31 feet westerly of the westerly line of Moxon street, so called, and running thence northerly by a curve to the right, radius 573 feet, arc 40.65 feet to a point; thence N 29° 35' E., 25.39 feet to a point at station 11+16 on plan, at other land of the Chapman Valve Manufacturing Co., said last mentioned point also being 125.09 feet westerly of the westerly line of said Moxon street, and all as shown on detail plans made by Kenneth L. Riley, Engineer, dated November, 1929 and filed herewith.

2. That this petition is made under and pursuant to the provisions of Chapter 160, Sections 102, 245 and 246 of the General Laws of Massachusetts.

3. That a similar petition was presented to and granted by the Board of Aldermen of said City of Springfield on December 2nd, 1929, an attested copy of said petition and order thereunder being hereto annexed, your petitioner requests that your Honorable Board will adjudge that public necessity requires the crossing above described and approve the same.

THE CHAPMAN VALVE MANUFACTURING CO.

By E. C. Gilbert
General Manager

TO THE CITY COUNCIL OF THE CITY OF SPRINGFIELD:

The undersigned respectfully petition your honorable body that public necessity and convenience require that it be granted a location for a siding track across a trespass road, or travelled way, at Indian Orchard in the city of Springfield, Mass., more particularly described as follows:

Beginning at a point in the center line of the proposed siding at land of the Chapman Valve Manufacturing Co., at station 10+49.96 on plan, said point also being 158.31 feet westerly of the westerly line of Moxon street, so called, and running thence northerly by a curve to the right, radius 573 feet, arc 40.65 feet to a point; thence N. 29° 35' E., 25.39 feet to a point at station 11+16 on plan, at other land of the Chapman Valve Manufacturing Co., said last mentioned point also being 125.09 feet westerly of the westerly line of said Moxon street, and all as shown on detail plans made by Kenneth L. Riley, Engineer, dated November, 1929 and filed herewith.

THE CHAPMAN VALVE MANUFACTURING CO.,

By E.C Gilbert
General Manager

Dec. meeting 1929

The Chapman Valve Mfg Co., Petrs. for a location for a siding track across a travelled way at Indian Orchard in the City of Springfield, and approval of same.

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Plan in Book 9.
Page 9.

Dec. meeting 1929

Board of Aldermen, Nov 25 1929
Referred to the committee of the
Whole. Clifford F Smith, Clerk

Board of Aldermen, Dec 2 1929
Taken from the committee of
the whole and granted.
Clifford F Smith
Clerk

A true copy.

Attest: Clifford F. Smith, City Clerk

CITY OF SPRINGFIELD

In Board of Aldermen, December 2, 1929

ORDERED, That The Chapman Valve Manufacturing Company, be and they hereby are granted a location for a siding track for the use of steam power across a travelled way at Indian Orchard, in the city of Springfield, Massachusetts more particularly described as follows:

Beginning at a point in the center line of the proposed siding at land of The Chapman Valve Manufacturing Company at station 10+49.96 on plan, said point also being 158.31 feet westerly of the westerly line of Moxon street, so called, and running thence northerly by a curve to the right, radius 573 feet, arc 40.65 feet to a point; thence N. 29° 35' E., 25.39 feet to a point at station 11+16 on plan, at other land of The Chapman Valve Manufacturing Company, said last mentioned point also being 125.09 feet westerly of the westerly line of said Moxon street, and all as shown on detail plans made by Kenneth L. Riley, Engineer, dated November 1929, now on file in the city clerk's office of said city.

The board of aldermen of the city of Springfield, not having knowledge of the status of the aforesaid travelled way do not admit or claim on the part of the said city of Springfield, that said way is public, or that the said city or the public has any rights therein.

A true copy of an order passed by the board of aldermen and approved by the mayor, December 2, 1929

Attest: Clifford F. Smith, City Clerk

The foregoing petition was entered on the 11th day of December 1929, and due proceedings having been had thereon, the following Interlocutory Decree was filed on the 5th day of February 1930; Consent from Dept. of Public Utilities was filed on March 1, 1930; and Final Decree was filed on March 5, 1930. to wit:

INTERLOCUTORY DECREE

TO THE BOARD OF COUNTY COMMISSIONERS WITHIN AND FOR THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENTS YOUR PETITIONER AS FOLLOWS:-

1. That public necessity and convenience require that your petitioner be granted a location for a siding track across a travelled way at Indian Orchard in the City of Springfield, Massachusetts, more particularly described as follows:-

Beginning at a point in the center line of the proposed siding at land of the Chapman Valve Manufacturing Co., at station 10+49.96 on plan, said point also being 158.31 feet westerly of the westerly line of Moxon Street, so called, and running thence

northerly by a curve to the right, radius 573 feet, arc 40.65 feet to a point; thence N. 29° 35' E., 25.39 feet to a point at station 11+16 on plan, at other land of the Chapman Valve Manufacturing Co., said last mentioned point also being 125.09 feet westerly of the westerly line of said Moxon Street, and all as shown on detail plans made by Kenneth L. Riley, Engineer, dated November, 1929 and filed herewith.

2. That this petition is made under and pursuant to the provisions of Chapter 160, Sections 102, 245 and 246 of the General Laws of Massachusetts.

3. That a similar petition was presented to and granted by the Board of Aldermen of said City of Springfield on December 2nd, 1929, an attested copy of said petition and order thereunder being hereto annexed, your petitioner requests that your Honorable Board will adjudge that public necessity requires the crossing above described and approve the same.

THE CHAPMAN VALVE MANUFACTURING CO.

By E. C. Gilbert
General Manager

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting February 5, 1930

Interlocutory Decree

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of hearing, met the parties at said Springfield on the twenty-ninth day of January, 1930, at which time the parties were fully heard, and there being no objection, after due consideration, It is hereby ADJUDGED AND DECREED that public necessity and convenience requires a location for a siding track across a travelled way at Indian Orchard in the City of Springfield, Mass., as above described in the petition.

John G. Maxfield)
) County
Charles W. Bray) Commissioners
) of the County
Edward J. Stapleton) of Hampden

CONSENT FROM DEPARTMENT OF PUBLIC UTILITIES

(seal)

February 28, 1930.

Petition of the County Commissioners of the County of Hampden for consent to the construction and maintenance of private railroad tracks across a traveled way at grade in Indian Orchard in Springfield by the Chapman Valve Manufacturing Company.

It appearing, after notice and hearing, that the Board of Aldermen of the city of Springfield, by order adopted December 2, 1929, and approved by the Mayor, granted a location for a siding track for the use of steam power across a traveled way in Indian Orchard in the city of Springfield, Mass., in which order is the following paragraph:

"The board of aldermen of the City of Springfield not having knowledge of the status of the aforesaid travelled way do not

Dec. meeting 1929

admit or claim on the part of the said city of Springfield, that said way is public, or that the said city or the public has any rights therein;"

that the County Commissioners of Hampden County, by order dated February 5, 1930, have adjudged and decreed that public necessity and convenience require a location for a siding track across a traveled way in Indian Orchard, in the city of Springfield, it is

ORDERED, that the consent of the Department, in so far as it is legally authorized to give such consent, be hereby given to the crossing of a traveled way, known as "Trespass Road," by railroad tracks of the Chapman Valve Manufacturing Company for private use which way is located in that part of Springfield known as Indian Orchard, as shown upon plan on file with the petition.

This consent is given subject to the following limitations, conditions and restrictions:

(1) The Chapman Valve Manufacturing Company shall cause a flagman to display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over such crossing, and that no engine, car or train shall cross at a greater speed than four miles an hour.

(2) Said crossing shall be maintained only until otherwise ordered by the Department, or its successors, or by other competent authority.

(3) The Department reserves the right to change or modify the foregoing conditions and to make such further regulations governing the use of the tracks of said Chapman Valve Manufacturing Company as may from time to time be deemed to be in the public interest.

By order of the Department,

(Signed) ALLAN BROOKS,

Administrative Secretary.

Seal

A true copy,

Attest: Allan Brooks
Administrative Secretary

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss; County Commissioners' Meeting March 5, 1930

Upon the petition of the Chapman Valve Mfg. Company for a location for a siding track across a travelled way at Indian Orchard in the City of Springfield, and approval of same, it appearing that public necessity requires that the prayer of said petition should be granted, and that the Department of Public Utilities has consented, in writing, in so far as it is legally authorized to give such consent, to the crossing of a traveled way, known as "Trespass Road," by railroad tracks of the Chapman Valve Manufacturing Company for private use in the transportation of freight, to be operated by steam power, which way is located in that part of Springfield known as Indian Orchard, as shown upon a plan on file with the petition, this consent being given

subject to the following limitations, conditions and restrictions:

- (1) The Chapman Valve Manufacturing Company shall cause a flagman to display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over such crossing, and that no engine, car or train shall cross at a greater speed than four miles an hour.
- (2) Said crossing shall be maintained only until otherwise ordered by the Department, or its successors, or by other competent authority.
- (3) The Department reserves the right to change or modify the foregoing conditions and to make such further regulations governing the use of the tracks of said Chapman Valve Manufacturing Company as may from time to time be deemed to be in the public interest.

It is ORDERED, ADJUDGED AND DECREED that the approval of the County Commissioners is hereby given to the crossing as above set forth and in accordance with the plan on file in the case.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

December 24, 1929

Ordered, that the sum of \$423.36 which is balance of County's proportion of cost of work done on Ludlow Road be paid from County Treasury to Town of Palmer.

Orders

December 30, 1929

Order to Transfer (1)

January 2, 1930

Voted, to appoint Henry W. Ely of Westfield, Hampden County, Mass., as attorney for the Hampden County Commissioners for the year 1930, and he is hereby appointed.

Appointment of
 Henry W. Ely

January 3, 1930

JOHN G. MAXFIELD, Esquire, of Longmeadow, chosen by ballot, Chairman for ensuing year.

John G. Maxfield
 chosen Chairman

Ordered, County Treasurer authorized and directed to pay sum of \$10,725. to E.J. PINNEY, INC., on account of Spfld. District Court House Contract.

Orders

Ordered, County Treasurer, authorized and directed to pay sum of \$800. to SOLAND & JOHNSON on account of plumbing contract of the Spfld. District Court House.

Ordered, County Treasurer authorized and directed to pay sum of \$10,966.65 received as rentals from Spfld. St. Railway Company and New England Tel. & Tel. Company under contracts with County of Hampden with reference to use of H.C.M. Bridge, to certain cities, town and County.

Voted to appoint WILLIAM T. KEEFE of Westfield, Dog Officer for County of Hampden, and he is hereby appointed.

William T. Keefe
 appointed Dog
 Officer

Dec. meeting 1929

Orders	January 8, 1930	Order to Transfer (1)
Order to Arrest	January 13, 1930	Order to arrest holder of parole, John Boduch.
Vote	January 15, 1930	Voted to approve petition of Ernest E. Hobson, Esq. of Palmer, praying that County of Hampden be authorized to pension Arthur E. Fitch, Clerk of District Court of Eastern Hampden.
		Apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County.
	January 17, 1930	County Estimate.
Orders	February 5, 1930	Ordered, County Treasurer authorized and directed to pay \$16,278.00 to E.J. PINNEY, INC., on acct. of Spfld. District Court House Contract.
		Ordered, County Treasurer authorized and directed to pay \$580.00 to SOLAND & JOHNSON on acct. of plumbing contract of Spfld. District Court House.
	February 12, 1930	Ordered, County Treasurer authorized and directed to pay \$5,000. to County of Hampshire on acct. of County of Hampden's 1929 assessment for expenses of maintenance of Hampshire County Sanatorium.
Annual Report	February 14, 1930	ANNUAL REPORT. All votes and decisions of the County Commissioners during the calendar year 1929 were unanimous.
Roland L. Guyotte Forfeited bail.	February 19, 1930	County Treasurer authorized and directed to pay to ROLAND L. GUYOTTE the sum of \$1,000. in return for forfeited bail.
		Ordered, County Treasurer authorized and directed to pay sum of \$2,371.81 to J.J. COTTER COMPANY on account of heating and ventilating system contract of Springfield District Court House.
Approved for payment		Bill of Richard D. Kimball Co., Boston, in connection with plans and specifications for heating and ventilating system Spfld. District Court Bldg. in the amt. of \$628.52 approved by County Commissioners for payment.
Approved for payment		Bill of Richard D. Kimball Co., Boston, in connection with heating system, Spfld. District Court Building, in the amount of \$68.92 approved by County Commissioners for payment.
Orders	February 26, 1930	Ordered, that the sum of \$582.48 which is balance of County's proportion of cost of work done on Fuller St. be paid from County Treasury to Town of Ludlow. Petition #32-1929.
		Ordered, that the sum of \$715.50 which is balance of County's proportion of cost of work done on West Street be paid from County Treasury to Town of Ludlow. Petition #60-1929.
Order to arrest.	March 5, 1930	Order to arrest Richard Kenna of Springfield, holder of permit to be at liberty.

		Dec. meeting 1929
March 5, 1930	Ordered, that \$2,180.84 be paid to Town of Monson and \$1,171.80 be paid to Town of Palmer, from County Treasury, said amounts being balance of County's proportion of cost of work done on bridge and highways. Petition #54-1929.	Order
March 12, 1930	Order to arrest Alfred Lord of Springfield, holder of permit to be at liberty.	Order to arrest
	Order to arrest Harry Sherameta of Springfield, holder of permit to be at liberty.	Order to arrest
	Ordered, County Treasurer, authorized and directed to pay \$1,553.14 to Town of West Spfld. on acct. County's proportion of cost of work done on River Road and South Boulevard in West Spfld. Petition #47-1929.	Orders
	Ordered, that the sum of \$16.67 which is balance of County's proportion of cost of work done on River St. and So. Boulevard be paid from County Treasury to Town of West Springfield. Petition #47-1929.	
	Ordered, County Treasurer authorized and directed to pay \$16,065.00 to E.J. PINNEY, INC. on acct. of Springfield District Court House Contract.	
	Ordered, County Treasurer authorized and directed to pay \$1,035.00 to Soland & Johnson on acct. of plumbing contract of Springfield District Court House.	
	Ordered, County Treasurer authorized and directed to pay \$1,963.50 to J.J. Cotter Company on acct. of heating and ventilating system contract of Springfield District Court House.	
	Bill of Richard D. Kimball Co., Boston, in connection with heating system Spfld. District Court Building, in the amt. of \$47.12 approved by County Commissioners for payment.	
March 26, 1930	Ordered, that the order to arrest Richard Keena of Springfield, holder of permit to be at liberty, issued March 5, 1930, revoked and his parole of Feb. 5, 1930 is effective.	Order to arrest revoked Parole effective
	Ordered, that the order to arrest Alfred Lord of Springfield, holder of permit to be at liberty, issued March 12, 1930, is hereby revoked.	Order to arrest revoked
	Ordered, County Treasurer, authorized and directed to pay sum of \$5,000. to County of Hampshire on acct. of County of Hampden's 1929 assessment for expenses of maintenance and addition of Hampshire County Sanatorium.	Order
	Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws, Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.	Order to borrow
	Voted, to award County of Hampden Notes #358 to 369 incl. dated March 26, 1930, due November 7, 1930, for \$200,000. to the Third National Bank and Trust Company of Spfld., Mass. at 3.27% discount.	Voted to award Notes

Dec. meeting 1929

Voted to appoint
James L. Tighe
Engineer

March 26, 1930

Voted, that the County Commissioners thoroughly examine every reservoir, reservoir dam and mill dam in the County as required by law and that the Commissioners appoint and employ as their Engineer for such purpose, Mr. James L. Tighe, of Holyoke, Mass.

Order to
borrow

April 2, 1930

Ordered, County Treasurer authorized and directed to borrow the sum of \$150,000. under authority of and in compliance with Mass. Acts of 1929 Chapter 241, Springfield District Court House Loan.

Re-appointment
Hermon W. King

Voted, to re-appoint Mr. Hermon W. King of East Longmeadow a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1930 to April 1, 1933.

Re-appointment
Harry C. Lane

Voted, to re-appoint Mr. Harry C. Lane of Westfield a member of the Board of Trustees for County Aid to Agriculture. The term of office April 1, 1930 to April 1, 1933.

Re-appointment
R.F. McElwaine

Voted, to re-appoint Mr. R. F. McElwaine of West Springfield a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1930 to April 1, 1933.

Order to arrest
revoked

Ordered, that the order to arrest Joseph Ross of Holyoke, holder of permit to be at liberty, is revoked.

Order to arrest
revoked

Ordered, that the order to arrest Harry Sherameta of Springfield, holder of permit to be at liberty, is revoked.

Damages Done
by Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed and the same amounting to the sum of

April 2, 1930

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

